NACOmatic

Effective: 22-October-2009
Expires: 17-December-2009

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GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the National Aeronautical Charting Office, FAA, Department of Transportation, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial–Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

CRITICAL information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE: http://nfdc.faa.gov/portal/airportchanges.do

FAA, Aeronautical Information Services, ATO–R, Rm. 626
800 Independence Ave., SW
Washington, DC 20591
Telephone 1–866–295–8236
Fax 202–267–5322
Email 9–ATOR–HQ–AIS–AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the ''cut-off'' dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information Cut-off date	Airspace Information* Cut-off date
22 Oct 09	9 Sep 09	20 Aug 09
17 Dec 09	4 Nov 09	15 Oct 09
11 Feb 10	30 Dec 09	10 Dec 09
8 Apr 10	24 Feb 10	4 Feb 10
3 Jun 10	21 Apr 10	1 Apr 10
29 Jul 10	16 Jun 10	27 May 10

*Including changes to preferred routes and graphic depictions on charts.

FOR CHARTING ERRORS CONTACT:

FAA, National Aeronautical Charting Office, ATO–W
SSMC–4 Sta. #2335
1305 East West Highway
Silver Spring, MD 20910–3281
Telephone 1–800–626–3677
Email 9–AMC–Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our web site at www.naco.faa.gov.
See the FAQs prior to contact via toll free number.

FOR PROCUREMENT CONTACT:

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Email 9–AMC–Chartsales@faa.gov
Telephone 1–800–638–8972
Fax 301–436–6829
or any authorized FAA Chart Agent

New or Changed Information—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.

TABLE OF CONTENTS

ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example–''req'' may mean ''request'', ''requesting'', ''requested'', or ''requests'').

AAF	Army Air Field	byd	beyond
AB	Airbase	C	Commercial Circuit (Telephone)
abv	above	CGAF	Coast Guard Air Facility
ACC	Air Combat Command; Area Control Center	CGAS	Coast Guard Air Station
		CIV	Civil
acft	aircraft	clsd	closed
ADCC	Air Defense Control Center	comd	command
AER	approach end rwy	CONUS	Continental United States
AFB	Air Force Base	CSTMS	Customs
AFHP	Air Force Heliport	ctc	contact
afld	airfield	ctl	control
AFOD	US Army Flight Operations Detachment	dalgt	daylight
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	Dec	December
		DIAP	DoD Instrument Approach Procedure
AFSS	Automated Flight Service Station	DoD	Department of Defense
AG	Agriculture	DSN	Defense Switching Network (Telephone)
A–GEAR	Arresting Gear	dsplcd	displaced
AGL	above ground level	durn	duration
AHP	Army heliport	eff	effective
ALS	Approach Light System	emerg	emergency
alt	altitude	EOR	End of Runway
AMC	Air Mobility Command	ETA	Estimated Time of Arrival
ANGS	Air National Guard Station	ETD	Estimated Time of Departure
apch	approach	exc	except
Apr	April	extd	extend
APU	Auxiliary Power Unit	FBO	fixed–base operator
ARB	Air Reserve Base	Feb	February
arpt	airport	fld	field
ARS	Air Reserve Station	FLIP	Flight Information Publication
AS	Air Station	flt	flight
ASDE–X	Airport Surface Detection Equipment—Model X	flw	follow
		Fri	Friday
ASU	Aircraft Starting Unit	FSS	Flight Service Station
ATC	Air Traffic Control	GA	glide angle
Aug	August	GCA	Ground Controlled Approach
AUW	All Up Weight (gross weight)	GS	glide slope
avbl	available	haz	hazard
bcn	beacon	HQ	Headquarters
blo	below		

CONTINUED ON NEXT PAGE

CONTINUED FROM PRECEDING PAGE

hr	hour
IAP	Instrument Approach Procedure
ICAO	International Civil Aviation Organization
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
IMG	Immigration
incr	increase
indef	indefinite
ints	intensity
invof	in the vicinity of
IMC	Instrument Meteorological Conditions
Jan	January
JASU	Jet Aircraft Starting Unit
JOAP	Joint Oil Analysis Program
JOSAC	Joint Operational Support Airlift Center
JRB	Joint Reserve Base
Jul	July
Jun	June
Kt	Knots
LAA	Local Airport Advisory
LAHSO	Land and Hold Short Operations
lbs	pounds
ldg	landing
lgtd	lighted
lgts	lights
LMM	Compass locator at Middle Marker ILS
LOC	Localizer
LOM	Compass locator at Outer Marker ILS
ltd	limited
MACC	Military Area Control Center
Mar	March
MCAF	Marine Corps Air Facility
MCALF	Marine Corps Auxiliary Landing Field
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
med	medium
METRO	Pilot-to-Metro voice call
Mil	military
min	minute
MLS	Microwave Landing System
MM	Middle Marker of ILS
Mon	Monday
MP	Maintenance Period
MSL	mean sea level
MSAW	minimum safe altitude warning
NAAS	Naval Auxiliary Air Station
NADC	Naval Air Development Center
NADEP	Naval Air Depot
NAEC	Naval Air Engineering Center
NAES	Naval Air Engineering Station
NAF	Naval Air Facility
NALCO	Naval Air Logistics Control Office
NALO	Navy Air Logistics Office
NALF	Naval Auxiliary Landing Field
NAS	Naval Air Station
NAWC	Naval Air Warfare Center
NAWS	Naval Air Weapons Station
ngt	night
NOLF	Naval Outlying Field
Nov	November
npi	non precision instrument
NS ABTMT	Noise Abatement
NSTD	nonstandard
ntc	notice
obsn	observation
Oct	October
OLF	Outlying Field
opr	operate, operator, operational
ops	operations
OTS	out of service
ovrn	overrun
PAEW	personnel and equipment working
pat	pattern
p-line	power line
PMSV	Pilot-to-Metro Service
POL	Petrol, Oils and Lubricants
PPR	prior permission required
PRM	Precision Runway Monitoring
PTD	Pilot to Dispatcher
RAMCC	Regional Air Movement Control Center
req	request
rgt tfc	right traffic
RON	Remain Overnight
rqr	require
rstd	restricted
RSRS	reduced same runway separation
rwy	runway
Sat	Saturday
SELF	Strategic Expeditionary Landing Field
Sep	September
SFA	Single Frequency Approach
sfc	surface
SFRA	Special Flight Rules Area
SOAP	Spectrometric Oil Analysis Program
SOF	Supervisor of Flying
SPB	Seaplane Base
SR	sunrise
SS	sunset
std	standard
Sun	Sunday
svc	service
tfc	traffic
thld	threshold
Thu	Thursday
tkf	take-off
tmpry	temporary
tran	transient
Tue	Tuesday
twr	tower
twy	taxiway
UC	Under Construction
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USN	United States Navy
V	Defense Switching Network (telephone, formerly AUTOVON)
VFR	Visual Flight Rules
VIP	Very Important Person
VMC	Visual Meteorological Conditions
Wed	Wednesday
wx	weather

SAMPLE

(1) **CITY NAME**

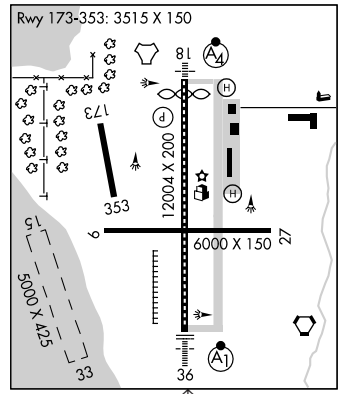
AIRPORT NAME (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC–6(–5DT) N34°41.93′ W99°20.20′ **JACKSONVILLE**
200 B S4 **FUEL** 100 0X 1 TPA—1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. **COPTER**
H–4G, L–19C
IAP, DIAP, AD

(11) (12) (13) (14) (15) (16) (17) (18) (19) (20) (9)

(21) **RWY 18–36:** H12004X200 (ASPH–CONC–GRVD)
S–90, D–160, DT–300 PCN 80 R/B/W/T HIRL CL
RWY 18: LDIN. MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36′.
Thld dsplcd 300′. Trees. Rgt tfc. 0.3% up.
RWY 36: ALSF1. 0.4% down.
RWY 09–27: H6000X150 (ASPH) MIRL
RWY 173–353: H3515X150 (ASPH–PFC) AUW PCN 59 F/A/W/T
LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	09–27	6500
RWY 36	09–27	5400

RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–12004 TODA–12704 ASDA–11704 LDA–11504
RWY 36: TORA–12004 TODA–12004 ASDA–12004 LDA–11704



(10)

(22) **ARRESTING GEAR/SYSTEM**
RWY 18 → HOOK E5 (65′ OVRN) BAK–14 BAK–12B (1650′)
BAK–14 BAK–12 (B) (1087′) HOOK E5 (74′ OVRN) ← **RWY 36**

(23) **MILITARY SERVICE: A–GEAR** E–5 connected on dep end, disconnected on apch end. **JASU** 3(AM32A–60) 2(A/M32A–86)

(24)

(25) **FUEL** J8(Mil) (NC–100, A) **FLUID** W SP PRESAIR LOX ← (26)

OIL 0–128 **TRAN ALERT** Avbl 1300–0200Z‡, svc limited weekends.

(27) (28)

(29) **AIRPORT REMARKS:** Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200–0300Z‡. Parachute Jumping. Deer invof arpt. Heavy jumbo jet training surface to 9000′. Twy A clsd indef. Flight Notification Service (ADCUS) avbl.

(30) **MILITARY REMARKS: ANG** PPR/Official Business Only. Base OPS DSN 638–4390, C503–335–4222. Ctc Base OPS 15 minutes prior to ldg and after dep. Limited tran parking.

(31) **WEATHER DATA SOURCES:** AWOS–1 120.3 (202) 426–8000. LLWAS.

(32) **COMMUNICATIONS: SFA** **ATIS** 127.25 273.5 (202) 426–8003 **UNICOM** 122.95 **PTD** 372.2
NAME FSS (ORL) on arpt. 123.65 122.65 122.2
NAME RCO 112.2T 112.1R (NAME RADIO)
Ⓡ **NAME APP/DEP CON** 128.35 257.725 (1200–0400Z‡)
TOWER 119.65 255.6 (1200–0400Z‡) **GND CON** 121.7 **GCO** 135.075 (ORLANDO CLNC) **CLNC DEL** 125.55
NAME COMD POST (GERONIMO) 311.0 321.4 6761 **PMSV METRO** 239.8 **NAME OPS** 257.5

(33) **AIRSPACE: CLASS B** See VFR Terminal Area Chart.

(34) **RADIO AIDS TO NAVIGATION:** NOTAM FILE ORL. VHF/DF ctc FSS.
(H) VORTAC 112.2 MCO Chan 59 N28°32.55′ W81°20.12′ at fld. 1110/8E.
(H) TACAN Chan 29 CBU (109.2) N28°32.65′ W81°21.12′ at fld. 1115/8E.
HERNY NDB (LOM) 221 OR N28°37.40′ W81°21.05′ 177° 5.4 NM to fld.
ILS/DME 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.
ASR/PAR (1200–0400Z‡)

(35) **COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.

HELIPAD H1: H100X75 (ASPH)
HELIPAD H2: H60X60 (ASPH)
HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.

(1)

187 TPA 1000(813)
WATERWAY 15–33: 5000X425 (WATER)
SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of arpt not visible from twr and are required to ctc twr.

All bearings and radials are magnetic unless otherwise specified.
All mileages are nautical unless otherwise noted.
All times are Coordinated Universal Time (UTC) except as noted.
All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.
The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

(10)

SKETCH LEGEND

RUNWAYS/LANDING AREAS

Hard Surfaced . . . . . .

Metal Surface . . . . . .

Sod, Gravel, etc. . . . . .

Light Plane, ...
Ski Landing Area or Water

Under Construction . . . . .

Closed . . . . . .

Helicopter Landings Area . . . . . (H)

Displaced Threshold . . . . . .

Taxiway, Apron and Stopways . .

MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings . . . . . .

Power Lines . . . . . —T——T—

Fence . . . . . .

Towers . . . . . .

Tanks . . . . . .

Oil Well . . . . . .

Smoke Stack . . . . . .

Obstruction 5812

Controlling Obstruction . . . . . +5812

Trees . . . . . .

Populated Places . . . . . .

Cuts and Fills . . . . . Cut Fill

Cliffs and Depressions . .

Ditch . . . . . .

Hill . . . . . .

RADIO AIDS TO NAVIGATION

VORTAC . . .

VOR . . . . . .

VOR/DME . .

NDB . . . . . .

TACAN . . . .

NDB/DME . . . .

MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon . . . . . .

Wind Cone . . . . . .

Landing Tee . . . . . .

Tetrahedron . . . . . .

Control Tower . . . . . .

APPROACH LIGHTING SYSTEMS

A dot " • " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g. (A1) Negative symbology, e.g., (A1) (V) indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting . . . . .

(A) Approach Lighting System ALSF-2 . .

(A1) Approach Lighting System ALSF-1 . .

(A2) Short Approach Lighting System SALS/SALSF . . . . . .

(A3) Simplified Short Approach Lighting System (SSALR) with RAIL . . . . .

(A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) . . . . . .

(A5) Medium Intensity Approach Lighting System (MALSR) and RAIL . . . . . .

Omnidirectional Approach Lighting System (ODALS) . . . . . .

(D) Navy Parallel Row and Cross Bar . . .

(‡) Air Force Overrun . . . . . .

(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided

(V2) Pulsating Visual Approach Slope Indicator (PVASI)

(V3) Visual Approach Slope Indicator with a threshold crossing height to accomodate long bodied or jumbo aircraft

(V4) Tri-color Visual Approach Slope Indicator (TRCV)

(V5) Approach Path Alignment Panel (APAP)

(P) Precision Approach Path Indicator (PAPI)

LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navaids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

(1) CITY/AIRPORT NAME

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

(2) ALTERNATE NAME

Alternate names, if any, will be shown in parentheses.

(3) LOCATION IDENTIFIER

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter ''O''.

(4) OPERATING AGENCY

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers Use by Transient Military Aircraft
CG	US Coast Guard		
CIV/MIL	Joint Use Civil/Military	PVT	Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

(5) AIRPORT LOCATION

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

(6) TIME CONVERSION

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as ''Z'' time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC–5(–4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (–4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15–Aug 31 0630–1700Z, Sep 1–Apr 14 0600–1700Z.

⑦ GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

⑧ CHARTS

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER.

⑨ INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAMS

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5–4–5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

⑩ AIRPORT SKETCH

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

⑪ ELEVATION

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as ''00''. When elevation is below sea level a minus ''−'' sign will precede the figure.

⑫ ROTATING LIGHT BEACON

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

⑬ SERVICING—CIVIL

S1: Minor airframe repairs.
S2: Minor airframe and minor powerplant repairs.
S3: Major airframe and minor powerplant repairs.
S4: Major airframe and major powerplant repairs.
S5: Major airframe repairs.
S6: Minor airframe and major powerplant repairs.
S7: Major powerplant repairs.
S8: Minor powerplant repairs.

⑭ FUEL

CODE	FUEL
80	Grade 80 gasoline (Red)
100	Grade 100 gasoline (Green)
100LL	100LL gasoline (low lead) (Blue)
115	Grade 115 gasoline (115/145 military specification) (Purple)
A	Jet A, Kerosene, without FS–II*, FP** minus 40° C.
A+	Jet A, Kerosene, with FS–II*, FP** minus 40°C.
A1	Jet A–1, Kerosene, without FS–II*, FP** minus 47°C.
A1+	Jet A–1, Kerosene with FS–II*, FP** minus 47° C.
B	Jet B, Wide-cut, turbine fuel without FS–II*, FP** minus 50° C.
B+	Jet B, Wide-cut, turbine fuel with FS–II*, FP** minus 50° C.
J4 (JP4)	(JP–4 military specification) FP** minus 58° C.
J5 (JP5)	(JP–5 military specification) Kerosene with FS–11, FP** minus 46°C.
J8 (JP8)	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C.
J8+100	(JP–8 military specification) Jet A–1, Kerosene with FS–II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP–8.
J	(Jet Fuel Type Unknown)
MOGAS	Automobile gasoline which is to be used as aircraft fuel.

*(Fuel System Icing Inhibitor)
**(Freeze Point)

NOTE: Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as ''MOGAS'', however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

⑮ OXYGEN—CIVIL

OX 1 High Pressure
OX 2 Low Pressure
OX 3 High Pressure—Replacement Bottles
OX 4 Low Pressure—Replacement Bottles

⑯ TRAFFIC PATTERN ALTITUDE

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as ''TPA—See Remarks'' and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

⑰ AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)	407–975–1740
Southeast Sector (Atlantic States—DC, WV, VA to FL)	407–975–1780
Central Sector (Interior of the US, including Gulf states—MS, AL, LA)	407–975–1760
Southwest East Sector (OK and eastern TX)	407–975–1840
Southwest West Sector (Western TX, NM and AZ)	407–975–1820
Pacific Sector (WA, OR, CA, HI and AK)	407–975–1800

⑱ CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

14 CFR PART 139 CERTIFICATED AIRPORTS
AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

14 CFR–PART 139 CERTIFICATED AIRPORTS

INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

Airport Index	*Required No. Vehicles*	*Aircraft Length*	*Scheduled Departures*	*Agent + Water for Foam*
A	1	<90′	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H_2O
B	1 or 2	≥90′, <126′	≥5	Index A + 1500 gal H_2O
		≥126′, <159′	<5	
C	2 or 3	≥126′, <159′	≥5	Index A + 3000 gal H_2O
		≥159′, <200′	<5	
D	3	≥159′, <200′		Index A + 4000 gal H_2O
		>200′	<5	
E	3	≥200′	≥5	Index A + 6000 gal H_2O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H_2O–Water; DC–Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

⑲ NOTAM SERVICE

All public use landing areas are provided NOTAM ''D'' (distant dissemination) and NOTAM ''L'' (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. ''NOTAM FILE IAD''. See AIM, Basic Flight Information and

ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1–800–WX–BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) www.notams.jcs.mil.

⑳ FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

㉑ RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as STOL, Ultralight, or assault strips. Assault strips are shown by magnetic bearing.

RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter ''H'' indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt–concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat
(ASPH)—Asphalt
(CONC)—Concrete
(DIRT)—Dirt
(GRVD)—Grooved
(GRVL)—Gravel, or cinders
(MATS)—Pierced steel planking, landing mats, membranes
(PEM)—Part concrete, part asphalt
(PFC)—Porous friction courses
(PSP)—Pierced steel plank
(RFSC)—Rubberized friction seal coat
(TURF)—Turf
(TRTD)—Treated
(WC)—Wire combed

RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340–600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.
SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).
PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway will support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

(1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.

(2) The type of pavement:
R — Rigid
F — Flexible

(3) The pavement subgrade category:
A — High
B — Medium
C — Low
D — Ultra-low

(4) The maximum tire pressure authorized for the pavement:
W — High, no limit
X — Medium, limited to 217 psi
Y — Low, limited to 145 psi
Z — Very low, limited to 73 psi

(5) Pavement evaluation method:
T — Technical evaluation
U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.
LIRL—Low Intensity Runway Lights.
MIRL—Medium Intensity Runway Lights.
HIRL—High Intensity Runway Lights.
RAIL—Runway Alignment Indicator Lights.
REIL—Runway End Identifier Lights.
CL—Centerline Lights.
TDZL—Touchdown Zone Lights.
ODALS—Omni Directional Approach Lighting System.
AF OVRN—Air Force Overrun 1000′ Standard Approach Lighting System.
LDIN—Lead-In Lighting System.
MALS—Medium Intensity Approach Lighting System.
MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.
MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.
SALS—Short Approach Lighting System.
SALSF—Short Approach Lighting System with Sequenced Flashing Lights.
SSALS—Simplified Short Approach Lighting System.
SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.
SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.
ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.
ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.
ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.
SF—Sequenced Flashing Lights.
OLS—Optical Landing System.
WAVE–OFF.

NOTE: Civil ALSF2 may be operated as SSALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the ''Remarks'' portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL	APAP on left side of runway	PNIR	APAP on right side of runway

PAPI—Precision Approach Path Indicator

P2L	2-identical light units placed on left side of runway	P4L	4-identical light units placed on left side of runway
P2R	2-identical light units placed on right side of runway	P4R	4-identical light units placed on right side of runway

PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.

PSIL	PVASI on left side of runway	PSIR	PVASI on right side of runway

SAVASI—Simplified Abbreviated Visual Approach Slope Indicator

S2L	2-box SAVASI on left side of runway	S2R	2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL	TRCV on left side of runway	TRIR	TRCV on right side of runway

VASI—Visual Approach Slope Indicator

V2L	2-box VASI on left side of runway	V6L	6-box VASI on left side of runway
V2R	2-box VASI on right side of runway	V6R	6-box VASI on right side of runway
V4L	4-box VASI on left side of runway	V12	12-box VASI on both sides of runway
V4R	4-box VASI on right side of runway	V16	16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5° TCH 37′.

PILOT CONTROL OF AIRPORT LIGHTING

Key Mike	Function
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07—122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, ''Basic Flight Information and ATC Procedures,'' for detailed description of pilot control of airport lighting.

RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. ''Rgt tfc''—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for ''Land and Hold Short Operations.'' These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take–off.

TODA—Take-off Distance Available. The length of the take–off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take–off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

(22) ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

BI–DIRECTIONAL CABLE (B)

TYPE	DESCRIPTION
BAK–9	Rotary friction brake.
BAK–12A	Standard BAK–12 with 950 foot run out, 1–inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK–12B	Extended BAK–12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK–14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one–half seconds to fully raise the cable.)

UNI–DIRECTIONAL CABLE

TYPE	DESCRIPTION
MB60	Textile brake—an emergency one–time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5–1/E5–3	Chain Type. At USN/USMC stations E–5 A–GEAR systems are rated, e.g., E–5 RATING–13R–1100 HW (DRY), 31L/R–1200 STD (WET). This rating is a function of the A–GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service.

FOREIGN CABLE

TYPE	DESCRIPTION	US EQUIVALENT
44B–3H	Rotary Hydraulic) (Water Brake)	
CHAG	Chain	E–5

UNI–DIRECTIONAL BARRIER

TYPE	DESCRIPTION
MA–1A	Web barrier between stanchions attached to a chain energy absorber.
BAK–15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK–15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

OTHER

TYPE	DESCRIPTION
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

(23) MILITARY SERVICE

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

(24) JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non–availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35–1–7.)

ELECTRICAL STARTING UNITS:

A/M32A–86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC–1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD–3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD–3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD–3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

MD–4	AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, ''WYE'' neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, ''DELTA'' 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire
AIR STARTING UNITS	
AM32–95	150 +/− 5 lb/min (2055 +/− 68 cfm) at 51 +/− 2 psia
AM32A–95	150 +/− 5 lb/min @ 49 +/− 2 psia (35 +/− 2 psig)
LASS	150 +/− 5 lb/min @ 49 +/− 2 psia
MA–1A	82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press
MC–1	15 cfm, 3500 psia
MC–1A	15 cfm, 3500 psia
MC–2A	15 cfm, 200 psia
MC–11	8,000 cu in cap, 4000 psig, 15 cfm
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
AGPU	AC: 115/200v, 400 cycle, 3 phase, 30 kw gen DC: 28v, 700 amp AIR: 60 lb/min @ 40 psig @ sea level
AM32A–60*	AIR: 120 +/− 4 lb/min (1644 +/− 55 cfm) at 49 +/− 2 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva DC: 28v, 500 amp, 15 kw
AM32A–60A	AIR: 150 +/− 5 lb/min (2055 +/− 68 cfm at 51 +/− psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw
AM32A–60B*	AIR: 130 lb/min, 50 psia AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire DC: 28v, 200 amp, 5.6 kw

*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

USN JASU

ELECTRICAL STARTING UNITS:	
NC–8A/A1	DC: 500 amp constant, 750 amp intermittent, 28v; AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.
NC–10A/A1/B/C	DC: 750 amp constant, 1000 amp intermittent, 28v; AC: 90 kva, 115/200v, 3 phase, 400 Hz.
AIR STARTING UNITS:	
GTC–85/GTE–85	120 lbs/min @ 45 psi.
MSU–200NAV/A/U47A–5	204 lbs/min @ 56 psia.
WELLS AIR START SYSTEM	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.
COMBINED AIR AND ELECTRICAL STARTING UNITS:	
NCPP–105/RCPT	180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.
JASU (ARMY)	
59B2–1B	28v, 7.5 kw, 280 amp.
OTHER JASU	
ELECTRICAL STARTING UNITS (DND):	
CE12	AC 115/200v, 140 kva, 400 Hz, 3 phase
CE13	AC 115/200v, 60 kva, 400 Hz, 3 phase
CE14	AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp
CE15	DC 22–35v, 500 amp continuous 1100 amp intermittent
CE16	DC 22–35v, 500 amp continuous 1100 amp intermittent soft start
AIR STARTING UNITS (DND):	
CA2	ASA 45.5 psig, 116.4 lb/min
COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)	
CEA1	AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp AIR 112.5 lb/min, 47 psig
ELECTRICAL STARTING UNITS (OTHER)	
C–26	28v 45kw 115–200v 15kw 380–800 Hz 1 phase 2 wire
C–26–B, C–26–C	28v 45kw: Split Bus: 115–200v 15kw 380–800 Hz 1 phase 2 wire
E3	DC 28v/10kw
AIR STARTING UNITS (OTHER):	
A4	40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)
MA–1	150 Air HP, 115 lb/min 50 psia
MA–2	250 Air HP, 150 lb/min 75 psia
CARTRIDGE:	
MXU–4A	USAF

(25) FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into–Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into–Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into–Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into–Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into–Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at www.desc.dla.mil/Static/ProductsAndServices.asp; click on the Commercial Airports button.

See legend item 14 for fuel code and description.

(26) SUPPORTING FLUIDS AND SYSTEMS—MILITARY

CODE	
ADI	Anti–Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water–Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De–Ice	Anti–icing/De–icing/Defrosting Fluid (MIL–A–8243).

OXYGEN:

LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
OXRB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX	Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

NITROGEN:

LPNIT — Low pressure nitrogen servicing.
HPNIT — High pressure nitrogen servicing.
LHNIT — Low and high pressure nitrogen servicing.

(27) OIL—MILITARY

US AVIATION OILS (MIL SPECS):

CODE	GRADE, TYPE
O–113	1065, Reciprocating Engine Oil (MIL–L–6082)
O–117	1100, Reciprocating Engine Oil (MIL–L–6082)
O–117+	1100, O–117 plus cyclohexanone (MIL–L–6082)
O–123	1065, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type III)
O–128	1100, (Dispersant), Reciprocating Engine Oil (MIL–L–22851 Type II)
O–132	1005, Jet Engine Oil (MIL–L–6081)
O–133	1010, Jet Engine Oil (MIL–L–6081)
O–147	None, MIL–L–6085A Lubricating Oil, Instrument, Synthetic
O–148	None, MIL–L–7808 (Synthetic Base) Turbine Engine Oil
O–149	None, Aircraft Turbine Engine Synthetic, 7.5c St
O–155	None, MIL–L–6086C, Aircraft, Medium Grade
O–156	None, MIL–L–23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

(28) TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn–around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN–AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

(29) AIRPORT REMARKS

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note ''See Special Notices'' shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional Information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

(30) MILITARY REMARKS

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non–operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to service indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non–US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11–204, AR 95–27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on aboard are designated Code 6 or higher as explained in AFJMAN 11–213, AR 95–11, OPNAVINST 3722–8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

(31) WEATHER DATA SOURCES

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS–3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS–A—reports altimeter setting (all other information is advisory only).

AWOS–1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS–2—reports the same as AWOS–1 plus visibility.

AWOS–3—reports the same as AWOS–1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION
LAWRS—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.
LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.
SAWRS—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.
SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.
TDWR—indicates airports that have Terminal Doppler Weather Radar.
WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

(32) COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading ''COMMUNICATIONS.'' When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1–800–WX–BRIEF (1–800–992–7433). When the FSS is located on the field it will be indicated as ''on arpt''. Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation.

(See AIM, Para 4–1–9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90–42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies-Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
b. 122.2 is assigned as a common enroute frequency.
c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
d. 122.1 is the primary receive-only frequency at VOR's.
e. Some FSS's are assigned 50 kHz frequencies in the 122–126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remoted facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter ''T'' or ''R'', indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

TERMINAL SERVICES

SFA—Single Frequency Approach.
CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.
ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.
D–ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.
AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.
UNICOM—A non-government air/ground radio communications facility which may provide airport information.
PTD—Pilot to Dispatcher.
APP CON—Approach Control. The symbol Ⓡ indicates radar approach control.
TOWER—Control tower.
GCA—Ground Control Approach System.
GND CON—Ground Control.
GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four ''key clicks'' on the

VHF radio to contact the appropriate ATC facility or six ''key clicks'' to contact the FSS. The GCO system is intended to be used only on the ground.
DEP CON—Departure Control. The symbol Ⓡ indicates radar departure control.
CLNC DEL—Clearance Delivery.
PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.
Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.
COMD POST—Command Post followed by the operator call sign in parenthesis.
PMSV—Pilot–to–Metro Service call sign, frequency and hours of operation, when full service is other than continuous. PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as ''Wx obsn svc 1900–0000Z‡'' or ''other times'' may be used when no specific time is given. PMSV facilities manned by forecasters are considered ''Full Service''. PMSV facilities manned by weather observers are listed as ''Limited Service''.
OPS—Operations followed by the operator call sign in parenthesis.
CON
RANGE
FLT FLW—Flight Following
MEDIVAC
NOTE: Communication frequencies followed by the letter ''X'' indicate frequency available on request.

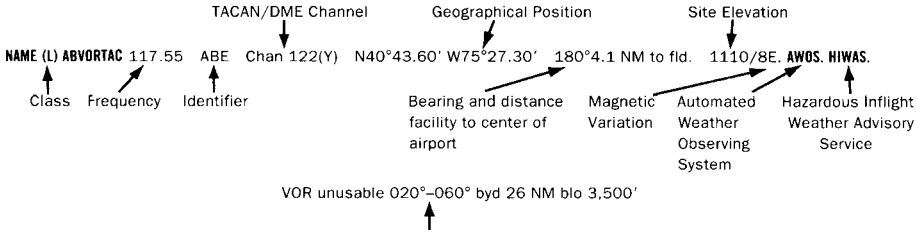
㉝ AIRSPACE

Information concerning Class B, C, and part–time D and E surface area airspace shall be published with effective times. Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.
CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.
CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.
TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.
Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.
When part–time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:
AIRSPACE: CLASS C svc ''times'' ctc **APP CON** other times CLASS E:
or
AIRSPACE: CLASS D svc ''times'' other times CLASS E.
When a part–time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700′ or 1200′ AGL. This will be formatted as:
AIRSPACE: CLASS C svc ''times'' ctc **APP CON** other times CLASS G, with CLASS E 700′ (or 1200′) AGL & abv:
or
AIRSPACE: CLASS D svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv:
or
AIRSPACE: CLASS E svc ''times'' other times CLASS G with CLASS E 700′ (or 1200′) AGL & abv.
NOTE: AIRSPACE SVC "TIMES" INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS. Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part–time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part–time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.
NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.
Class E 700′ AGL (shown as magenta vignette on sectional charts) and 1200′ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700′/1200′ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.
(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

㉞ RADIO AIDS TO NAVIGATION

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical Charting Office Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as ''NOTAM FILE IAD'' and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDs.

NAVAID information is tabulated as indicated in the following sample:



Restriction within the normal altitude/range of the navigational aid (See primary alphabetical listing for restrictions on VORTAC and VOR/DME).

Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the ''Y'' mode to receive distance information.

HIWAS—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's and will be implemented throughout the conterminous U.S.

ASR/PAR—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part-time hours of operation will be shown.

RADIO CLASS DESIGNATIONS

VOR/DME/TACAN Standard Service Volume (SSV) Classifications

SSV Class	Altitudes	Distance (NM)
(T) Terminal	1000′ to 12,000′	25
(L) Low Altitude	1000′ to 18,000′	40
(H) High Altitude	1000′ to 14,500′	40
	14,500′ to 18,000′	100
	18,000′ to 45,000′	130
	45,000′ to 60,000′	100

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

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The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB	Automatic Weather Broadcast.
DF	Direction Finding Service.
DME	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y)	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the ''Y'' mode to receive DME.
GS	Glide slope.
H	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB	Non-directional radio beacons providing automatic transcribed weather service.
ILS	Instrument Landing System (voice, where available, on localizer channel).
IM	Inner marker.
ISMLS	Interim Standard Microwave Landing System.
LDA	Localizer Directional Aid.
LMM	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS	Microwave Landing System.
MM	Middle marker.
OM	Outer marker.
S	Simultaneous range homing signal and/or voice.
SABH	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF	Simplified Direction Facility.
TACAN	UHF navigational facility-omnidirectional course and distance information.
VOR	VHF navigational facility-omnidirectional course only.
VOR/DME	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC	Collocated VOR and TACAN navigational facilities.
W	Without voice on radio facility frequency.
Z	VHF station location marker at a LF radio facility.

ILS FACILITY PEFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I–ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance Classification Code

FREQUENCY PAIRING PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

(35) COMM/NAV/WEATHER REMARKS:

These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

ADAMS CO LEGION FLD (See FRIENDSHIP ADAMS)

ALEXANDER FLD SOUTH WOOD CO (See WISCONSIN RAPIDS)

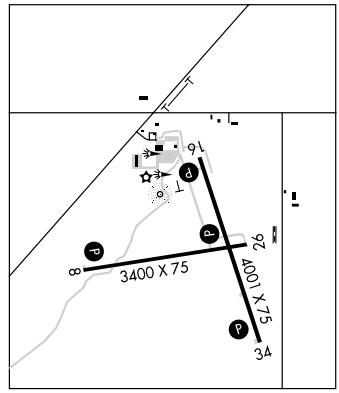
AMERON N45°16.89′ W92°22.28′ NOTAM FILE GRB. GREEN BAY
NDB (MHW) 278 AHH at Amery Muni. Unusable byd 20 NM. A

AMERY MUNI (AHH) 2 S UTC−6(−5DT) N45°16.87′ W92°22.52′ GREEN BAY
1088 B S4 **FUEL** 100LL, JET A NOTAM FILE GRB L–14I, A
RWY 18–36: H4001X75 (ASPH) S–12.5 MIRL IAP
RWY 18: REIL. VASI(V2L)—GA 3.0° TCH 24′. Trees. **RWY 36:** REIL. VASI(V2L)—GA 3.0° TCH 24′. Road.
AIRPORT REMARKS: Unattended. Radio controlled acft activity invof arpt. 100′ crane 1500′ SE of AER 36 dalgt hrs only. Rwy 36 safety area very rough. MIRL Rwy 18–36 preset low to increase ints and ACTIVATE VASI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RICE LAKE RCO 122.3 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 252° 26.5 NM to fld. 1092/1E. OTS indef.
AMERON NDB (MHW) 278 AHH N45°16.89′ W92°22.28′ at fld. NOTAM FILE GRB. Unusable byd 20 NM.

ANTIGO N45°09.52′ W89°06.83′ NOTAM FILE AIG. GREEN BAY
NDB (MHW) 347 AIG at Langlade Co. Unusable beyond 18 NM. L–14J

ANTIGO

LANGLADE CO (AIG) 2 NE UTC−6(−5DT) N45°09.25′ W89°06.64′ GREEN BAY
1521 B S2 **FUEL** 100LL, JET A NOTAM FILE AIG L–14J
RWY 16–34: H4001X75 (ASPH–AFSC) S–21 MIRL IAP
RWY 16: REIL. PAPI(P2R)—GA 3.0° TCH 26′. Trees.
RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 39′. Trees.
RWY 08–26: H3400X75 (ASPH–AFSC) S–12.5 MIRL
RWY 08: PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 26: PAPI(P2R)—GA 3.0° TCH 28′. Road.
AIRPORT REMARKS: Attended May–Sep 1400–0200Z‡, Oct–Apr 1400–2300Z‡. MIRL Rwy 16–34 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 08–26; REIL Rwys 16 and 34; PAPI Rwy 08; Rwy 26 and Rwy 16 and Rwy 34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.075 (715) 627–2869.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 046° 27.4 NM to fld. 1205/2E.
ANTIGO NDB (MHW) 347 AIG N45°09.52′ W89°06.83′ at fld. NOTAM FILE AIG.
Unusable beyond 18 NM.

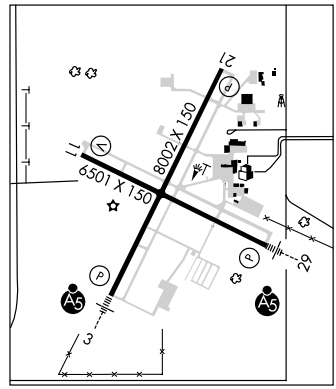


APPLETON

OUTAGAMIE CO RGNL (ATW) 3 W UTC−6(−5DT) N44°15.49′ W88°31.15′ **GREEN BAY**
H–2J, L–28H
IAP, AD

918 B S4 **FUEL** 100LL, JET A1 +, MOGAS OX 1, 2 Class I, ARFF Index B
NOTAM FILE ATW

RWY 03–21: H8002X150 (CONC–GRVD) S–75, D–160, ST–175, DT–320 HIRL
RWY 03: MALSR. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 21: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Tree.
RWY 11–29: H6501X150 (CONC–GRVD). S–75, D–160, ST–175, DT–320 HIRL 0.9% up NW
RWY 11: REIL. VASI(V4L)—GA 3.0° TCH 35′. Tree.
RWY 29: MALSR. PAPI(P4L)—GA 3.0′ TCH 61′.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 03	11–29	3300
RWY 21	11–29	4100
RWY 29	03–21	3400

RUNWAY DECLARED DISTANCE INFORMATION

RWY 03:	TORA 8002	TODA 8002	ASDA 8002	LDA 8002
RWY 11:	TORA 6501	TODA 6501	ASDA 6501	LDA 6501
RWY 21:	TORA 8002	TODA 8002	ASDA 8002	LDA 8002
RWY 29:	TORA 6501	TODA 6501	ASDA 6501	LDA 6501

AIRPORT REMARKS: Attended continuously. Birds and migratory waterfowl on and invof arpt. Snow removal ops in progress winter months. Vehicle operators will be monitoring CTAF; acft ldg/dep Appleton should use CTAF when twr clsd. Rwy 03 touchdown RVR avbl. When twr clsd HIRL Rwy 03–21 preset on low ints, to increase ints and ACTIVATE HIRL Rwy 11–29; MALSR Rwy 03 and Rwy 29; REIL Rwy 11 and Rwy 21—CTAF. PAPI Rwy 03, Rwy 21 and Rwy 29 and VASI Rwy 11 opr 24 hrs. Rwy 21 PAPI rstd byd 8.5° right of course.
WEATHER DATA SOURCES: AWOS–3 (920) 832–2597. LAWRS.
COMMUNICATIONS: CTAF 119.6 **ATIS** 127.15
UNICOM 122.95
Ⓡ **GREEN BAY APP/DEP CON** 126.3 (1130–0530Z‡) Ⓡ**MINNEAPOLIS CENTER APP/DEP CON** 126.3 (0530–1130Z‡)
APPLETON TOWER 119.6 (1130–0500Z‡) **GND CON** 121.7
AIRSPACE: CLASS D svc 1130–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 004° 16.1 NM to fld. 780/2E.
KOOKY NDB (MHW/LOM) 407 AQ N44°12.95′ W88°23.94′ 298° 5.8 NM to fld. NOTAM FILE ATW. Unmonitored.
GAMIE NDB (LOM) 230 AT N44°09.75′ W88°35.10′ 028° 6.4 NM to fld.
ILS/DME 109.1 I–ATW Chan 28 Rwy 03. Class 1C. LOM GAMIE NDB.
ILS/DME 109.7 I–AQZ Chan 34 Rwy 29. Class IT. LOM KOOKY NDB ILS/DME unmonitored.
COMM/NAV/WEATHER REMARKS: Rwy 03. LOC/GS unmonitored when twr clsd. LOM unmonitored.

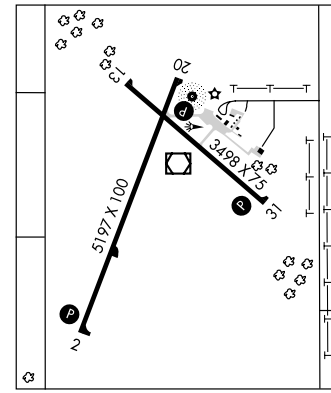
ARBOR VITAE N45°55.57′ W89°43.76′ NOTAM FILE ARV. **GREEN BAY**
L–14J
NDB (MHW) 221 ARV at Lakeland/Noble F. Lee Meml Fld.

ARSHA N45°37.69′ W89°37.13′ NOTAM FILE RHI. **GREEN BAY**
NDB (LOM) 272 RH 087° 6.4 NM to Rhinelander–Oneida Co.

ASHLAND N46°32.96′ W90°55.04′ NOTAM FILE ASX. **GREEN BAY**
L–14I
(T) VORW/DME 110.2 ASX Chan 39 at John F. Kennedy Meml. 820/2E. Unmonitored 0000–1200Z‡.
RCO 122.25 (GREEN BAY RADIO)

ASHLAND

JOHN F KENNEDY MEML (ASX) 2 SW UTC−6(−5DT) N46°32.91′ W90°55.14′ **GREEN BAY**
827 B S2 **FUEL** 100LL, JET A, A1+ NOTAM FILE ASX **H–2J, L–14I**
RWY 02–20: H5197X100 (ASPH) S–42, D–52 MIRL **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 41′. Trees.
RWY 20: PAPI(P4L)—GA 3.0° TCH 34′. Trees.
RWY 13–31: H3498X75 (ASPH) S–40, D–50 MIRL 0.4% up NW
RWY 13: Trees. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡. For svc after hrs call 715–292–7070. Jet A1+ PPR ctc arpt manager 715–682–7070, after hrs call 715–292–7070. 24 hr self serve 100LL. Deer and other wildlife on and invof arpt. Heavy bird activity spring and summer months. Ultralight activity on and invof arpt. Snow removal ops winter months. Acft over 4000 lbs must stop or park on conc if able. Terminal building open May–Oct 1200–0200Z‡ and Nov–Apr 1400–2200Z‡. ACTIVATE MIRL Rwy 13–31 and Rwy 02–20, REIL Rwy 02 and PAPI Rwy 02, Rwy 20 and Rwy 31–CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (715) 682–5541.
COMMUNICATIONS: CTAF/UNICOM 122.8
ASHLAND RCO 122.25 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE ASX.
ASHLAND (T) VORW/DME 110.2 ASX Chan 39 N46°32.96′ W90°55.04′ at fld. 820/2E. Unmonitored 0000–1200Z‡.
KENNEDY NDB (MHW) 254 ENY N46°33.18′ W90°54.87′ at fld. Unmonitored 0000–1200Z‡.
ILS/DME 109.3 I–ASX Chan 30 Rwy 02. LOC only.



AUSTIN STRAUBEL INTL. (See GREEN BAY)

BADGER N43°07.01′ W88°17.06′ NOTAM FILE MKE. **CHICAGO**
(H) VORTACW 116.4 BAE Chan 111 153° 5 NM to Waukesha Co. 1080/2E. **HIWAS.** **H–5E, L–28H**

BARABOO WISCONSIN DELLS (DLL) 3 NW UTC−6(−5DT) N43°31.32′ W89°46.25′ **CHICAGO**
979 B **FUEL** 100LL, JET A, MOGAS TPA—1979(1000) NOTAM FILE DLL **L–28G**
RWY 01–19: H4800X75 (ASPH) S–19, D–30 HIRL **IAP**
RWY 01: REIL. Trees. **RWY 19:** REIL. PAPI(P2L)—GA 3.0 TCH 26. Trees.
RWY 14–32: 2708X100 (TURF)
RWY 14: Pole. **RWY 32:** Trees.
AIRPORT REMARKS: Attended May–Sep 1400–0200Z‡, Oct–Apr 1400–2300Z‡. Rwy 14–32 not plowed and CLOSED Nov 15 thru Apr 15. Confirm rwy open with arpt manager 608–356–2270. Birds on and invof arpt in fall. HIRL Rwy 01–19 preset on low ints; to increase ints and ACTIVATE REIL Rwy 01 and Rwy 19—CTAF. Rwy 14–32 ends marked by yellow and black A–frames.
WEATHER DATA SOURCES: AWOS–3 118.325 (608) 356–1071
COMMUNICATIONS: CTAF/UNICOM 123.05
DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 187° 1.8 NM to fld. 1020/3E.
ILS/DME 109.15 I–DLL Chan 28(Y) Rwy 01.

BARRON MUNI (9Y7) 0 NE UTC−6(−5DT) N45°24.45′ W91°50.06′ **GREEN BAY**
1113 TPA—2113(1000) NOTAM FILE GRB
RWY 09–27: 2010X260 (TURF)
RWY 09: Tree. **RWY 27:** Road.
AIRPORT REMARKS: Attended irregularly. For svcs call arpt manager 715–635–6735 or 715–790–3071. Rwy 09–27 N half plowed; S half skis only. Rwy 09–27 ends marked by yellow cones.
COMMUNICATIONS: CTAF 122.9
RICE LAKE RCO 122.3 (GREEN BAY RADIO)

BAYYE N44°40.59′ W89°38.88′ NOTAM FILE AUW. **GREEN BAY**
NDB (LOM) 351 PH 353° 6.1 NM to Central Wisconsin.

BELOIT (44C) 3 E UTC−6(−5DT) N42°29.87′ W88°58.06′ CHICAGO
817 B **FUEL** 100LL TPA—1517(700) NOTAM FILE GRB L–28H
RWY 07–25: H3300X50 (ASPH) S–12.5 LIRL(NSTD) 0.4% up NE IAP
RWY 25: Thld dsplcd 350′. Road.
AIRPORT REMARKS: Attended dawn–dusk. Glider ops on and invof arpt. ACTIVATE NSTD LIRL Rwy 07–25—CTAF. Rotating bcn ops dusk–0500Z‡; other hrs by req, call arpt manager 608–365–2998. Rwy 07–25 NSTD LIRL 100′ wide; 50′ left and right of rwy centerline. Rwy 07 thld marking NSTD located 92′ NE of pavement end.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **ROCKFORD APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 118° 7.1 NM to fld. 931/3E.
HIWAS

BIG DOCTOR N45°49.28′ W92°21.99′ NOTAM FILE GRB GREEN BAY
NDB (MHW) 203 BXR at Burnett Co. VFR only.

BIG FOOT AIRFIELD (See WALWORTH)

BLACKHAWK AIRFIELD (See MADISON)

BLACK RIVER FALLS AREA (BCK) 3 S UTC−6(−5DT) N44°15.05′ W90°51.32′ GREEN BAY
836 B **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 08–26: H4600X75 (ASPH) S–12 MIRL 0.3% up E IAP
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 27′. Trees. **RWY 26:** PAPI(P2L)—GA 3.3° TCH 27′. Trees.
AIRPORT REMARKS: Unattended. Fuel 24 hrs self serve. Ultralight activity on and invof arpt. Wildlife, birds on and invof arpt. MIRL Rwy 08–26 preset on low ints; to ACTIVATE higher ints and PAPI Rwy 08 and Rwy 26 and REIL Rwy 08—CTAF.
COMMUNICATIONS: CTAF 122.9
RCO 122.5 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 051° 33.4 NM to fld. 1282/1E.
NDB (MHW) 362 BCK N44°15.28′ W90°50.94′ at fld. NOTAM FILE GRB. NDB unusable byd 15 NM.

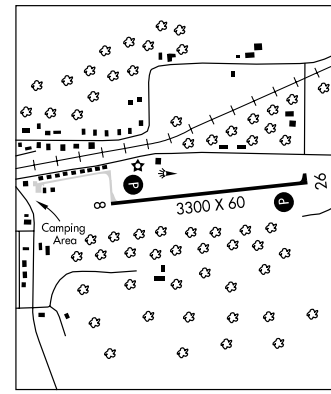
BLOYER FLD (See TOMAH)

BONG N46°41.48′ W92°06.21′ NOTAM FILE SUW. GREEN BAY
NDB (MHW) 260 SUW at Richard I Bong. L–14I

BOSCOBEL (OVS) 2 NE UTC−6(−5DT) N43°09.65′ W90°40.44′ CHICAGO
673 B S3 **FUEL** 100LL TPA—1503(830) NOTAM FILE OVS H–5D, L–28G
RWY 07–25: H5000X75 (ASPH) S–12.5 D–30 MIRL IAP
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 02–20: H3658X58 (ASPH) S–12.5 MIRL
RWY 02: Trees. **RWY 20:** Trees.
AIRPORT REMARKS: Attended dawn–dusk. MIRL Rwy 07–25 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 02–20 and REIL Rwy 07–25—CTAF.
WEATHER DATA SOURCES: ASOS 126.775 (608) 375–2712.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 252° 25 NM to fld. 1184/0E.
HIWAS.

BOULDER JUNCTION (BDJ) 2 N UTC−6(−5DT) N46°08.25′ W89°38.76′ GREEN BAY
1666 TPA—2666(1000) NOTAM FILE GRB
RWY 05–23: 3170X165 (TURF)
RWY 05: Tree. **RWY 23:** Trees.
RWY 16–34: 2540X160 (TURF)
RWY 16: Road. **RWY 34:** Trees
AIRPORT REMARKS: Unattended May–Nov. Arpt CLOSED Dec–Apr. Rwy 05 all rwys marked with yellow A–frames.
COMMUNICATIONS: CTAF 122.9

BOYCEVILLE MUNI (3T3) 0 SE UTC−6(−5DT) N45°02.64′ W92°01.22′ **GREEN BAY**
967 B S3 **FUEL** 100LL TPA—1967(1000) NOTAM FILE GRB **L–14I**
RWY 08–26: H3300X60 (ASPH) MIRL 0.5% up E **IAP**
RWY 08: PAPI(P2L)—GA 3.0° TCH 28′. Tree.
RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 23′.
AIRPORT REMARKS: Unattended. Fuel svc unavbl. Crane 160′ 2.1 NM east 1300–2359Z‡ daily. Deer on and invof arpt, primarily after dusk. ACTIVATE MIRL Rwy 08–26, PAPI Rwys 08 and 26 and REIL Rwy 26—122.8.
COMMUNICATIONS: CTAF/UNICOM 122.8.
MINNEAPOLIS CENTER APP/DEP CON 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE EAU.
EAU CLAIRE (L) VORTACW 112.9 EAU Chan 76 N44°53.86′ W91°28.71′ 287° 24.7 NM to fld. 804/4E. **HIWAS.**



BRENNAND (See NEENAH)

BRODHEAD (C37) 2 S UTC−6(−5DT) N42°35.50′ W89°22.51′ **CHICAGO**
793 NOTAM FILE GRB
RWY 09–27: 2430X155 (TURF) LIRL
RWY 09: Tree. **RWY 27:** Trees.
RWY 03–21: 1480X100 (TURF)
RWY 03: Trees. **RWY 21:** Road.
RWY 15–33: 1380X100 (TURF)
RWY 15: Trees. **RWY 33:** Trees.
AIRPORT REMARKS: Unattended. Rwys not plowed winters, open to ski acft. Rwy 09–27 east 1200′ soft and rough. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09–27; Rwy 15–33, and Rwy 03–21 marked by orange and yellow half barrels.
COMMUNICATIONS: CTAF 122.9

BROOKFIELD

CAPITOL (Ø2C) 3 E UTC−6(−5DT) N43°05.25′ W88°10.67′ **CHICAGO**
850 B S4 **FUEL** 100LL, MOGAS TPA–1850 (1000) NOTAM FILE GRB **L–28H, A**
RWY 03–21: H3501X44 (ASPH) MIRL (NSTD)
RWY 03: TRCV(TRIL). Thld dsplcd 500′. Road.
RWY 21: REIL (NSTD). TRCV(TRIL). Thld dsplcd 195′. Trees.
RWY 09–27: 3395X100 (TURF)
RWY 09: Tree. **RWY 27:** Trees.
RWY 18–36: 1600X80 (TURF)
RWY 18: Brush. **RWY 36:** Tree.
AIRPORT REMARKS: Attended Apr–Oct 1400Z‡–dusk, Nov–Mar 1400–0000Z‡. Rwys 03 and 36 acft ops cannot see Rwy 27 acft ops. Be alert: constant mowing ops on and invof rwys and adjacent areas. Intensive flight training powered acft. Rwy 09–27 and Rwy 18–36 open for ski equipped acft 1 Dec thru 15 Apr. Rwys 09–27 and 18–36 not sanded or plowed. Confirm conditions and snow removal for Rwy 03–21 with arpt manager 262–781–4213. Rwy 21 NSTD REIL, strobes mounted on standard edge lighting poles. Rwy 03–21 NSTD MIRL OTS indef. ACTIVATE NSTD MIRL Rwy 03–21 and VASI Rwys 03 and 21—CTAF. Rwy 03–21 NSTD MIRL; Rwy 03 first 500′ unlighted. Rwy 09–27 and Rwy 18–36 ends marked with orange and white A–frames.
COMMUNICATIONS: CTAF/UNICOM 122.7
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 109° 5 NM to fld. 1080/2E. **HIWAS.**

BURBUN N42°41.36′ W88°18.11′ NOTAM FILE GRB. **CHICAGO**
(T) VORW/DME 114.5 BUU Chan 92 at Burlington Muni. 780/1W. **AWOS–3.** **L–28H, A**

BURLINGTON MUNI (BUU) 1 NW UTC−6(−5DT) N42°41.44′ W88°18.28′ **CHICAGO**
779 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE BUU **L–28H, A**
RWY 11–29: H4300X75 (ASPH) S–20 MIRL **IAP**
RWY 11: REIL. PAPI(P2L)—GA 3.15° TCH 33′. Tree.
RWY 29: REIL. VASI(V2L)—GA 3.0° TCH 36′. Tree. Rgt tfc.
RWY 01–19: 2477X130 (TURF)
RWY 01: Trees. **RWY 19:** Road. Rgt tfc.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Fuel 24 hr self svc. Waterfowl on and invof arpt. Tfc departing Rwy 11 avoid overflight of city. ACTIVATE MIRL Rwy 11–29; VASI Rwy 29 and PAPI Rwy 11 and REIL Rwys 11 and 29—CTAF. Asph twy 30′ wide, except W 700′ 35′ wide. Rwy 01–19 marked with yellow/black wooden panels.
WEATHER DATA SOURCES: AWOS–3 BUU 114.5 (262) 757–0907.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 180° 25.6 NM to fld. 1080/2E. **HIWAS.**
BURBUN (T) VORW/DME 114.5 BUU Chan 92 N42°41.36′ W88°18.11′ at fld. 780/1W. **AWOS–3.** NOTAM FILE GRB.

BURNETT CO (See SIREN)

CABLE UNION (3CU) 2 SE UTC−6(−5DT) N46°11.66′ W91°14.79′ **GREEN BAY**
1360 B **FUEL** 100LL NOTAM FILE GRB **L–14I**
RWY 16–34: H3709X75 (ASPH) S–28 LIRL 0.4% up S **IAP**
RWY 16: REIL. Tree. **RWY 34:** Trees.
RWY 08–26: 2840X200 (TURF)
RWY 08: Thld dsplcd 400′. Trees. **RWY 26:** Thld dsplcd 400′. Trees.
AIRPORT REMARKS: Unattended. For arpt manager after hrs call 715–794–2493. Rwy 08–26 CLOSED Nov 21–May 1. Rwy 08–26 marked with orange/white wooden A–frames. No heating units to start acft.
COMMUNICATIONS: CTAF/UNICOM 122.8
HAYWARD RCO 122.1R 113.4T (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HYR.
HAYWARD (L) VOR/DME 113.4 HYR Chan 81 N46°01.14′ W91°26.78′ 035° 13.4 NM to fld. 1207/3E. VOR portion unusable blo 10000′.
SEELEY NDB (MHW) 344 SLY N46°06.73′ W91°23.08′ 048° 7.6 NM to fld. NOTAM FILE GRB. NDB unusable byd 15 NM.

CALIN N44°34.15′ W90°09.06′ NOTAM FILE MFI. **GREEN BAY**
NDB (LOM) 266 DU 338° 4.4 NM to Marshfield Muni.

CAMP LAKE (49C) 1 W UTC−6(−5DT) N42°32.00′ W88°09.51′ **CHICAGO**
755 S4 TPA—1355(600) NOTAM FILE GRB
RWY 18–36: 2250X75 (TURF)
RWY 18: Building. **RWY 36:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended Mon–Sat 1500–0400Z‡. Ultralight activity on and invof arpt. Deer activity on and invof arpt. Arpt not plowed; confirm conditions with arpt manager 262–889–8187.
COMMUNICATIONS: CTAF 122.9

CAPITOL (See BROOKFIELD)

CAPPY N42°50.38′ W87°54.78′ NOTAM FILE MKE. **CHICAGO**
NDB (LOM) 410 MK 008° 6.5 NM to General Mitchell Intl.

CARTER (See PULASKI)

CASSVILLE MUNI (C74) 1 SE UTC−6(−5DT) N42°42.25′ W90°57.88′ CHICAGO
627 NOTAM FILE GRB L–28G
RWY 11–29: H3000X50 (ASPH) S–21, D–40 LIRL
RWY 11: Tree. Rgt tfc. **RWY 29:** Thld dsplcd 600′. Road.
AIRPORT REMARKS: Unattended. For winter condition and snow removal call arpt manager 608–725–5895. 1350′ X20′ twy W end Rwy 11.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 324° 21.4 NM to fld. 1051/4E.

CENTRAL CO (See IOLA)

CENTRAL WISCONSIN (See MOSINEE)

CHETEK MUNI–SOUTHWORTH (Y23) 1 SE UTC−6(−5DT) N45°18.37′ W91°38.17′ GREEN BAY
1055 B S2 **FUEL** 80, 100LL TPA—2055(1000) NOTAM FILE GRB L–14I
RWY 17–35: H3400X60 (ASPH) MIRL IAP
RWY 17: REIL. PAPI(P2L)—GA 4.0° TCH 22′. Thld dsplcd 600′. Trees.
RWY 35: REIL. PAPI (P2L)—GA 3.0° TCH 29′. Road.
RWY 07–25: 1100X70 (TURF) 0.4% up E
RWY 07: Trees. **RWY 25:** Trees.
AIRPORT REMARKS: Unattended. 24 hr self svc fuel. Rwy 07–25 not plowed; Rwy CLOSED Nov 15 thru Apr 15. Rwy 17–35 may not be plowed for 24 to 48 hrs after heavy snow fall or drifting snow. Rwy 07–25 thlds marked by yellow cones. MIRL Rwy 17–35 preset on low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 17 and Rwy 35—CTAF.
COMMUNICATIONS: CTAF 122.9
RICE LAKE RCO 122.3 (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 136° 8.9 NM to fld. 1092/1E. OTS indef.

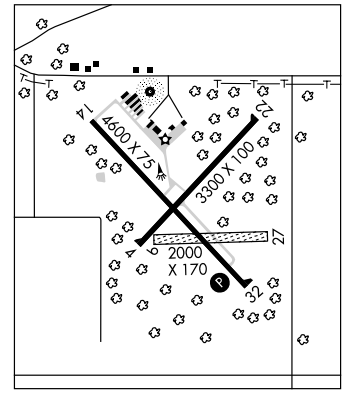
CHILTON

FLYING FEATHERS (11Y) 2 NW UTC−6(5DT) N44°03.67′ W88°11.70′ GREEN BAY
940 NOTAM FILE GRB Not insp.
RWY 18–36: 1000X60 (TURF)
RWY 09–27: 500X20 (TURF)
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

CHIPPEWA VALLEY RGNL (See EAU CLAIRE)

CINDY GUNTLY MEML (See FRANKSVILLE)

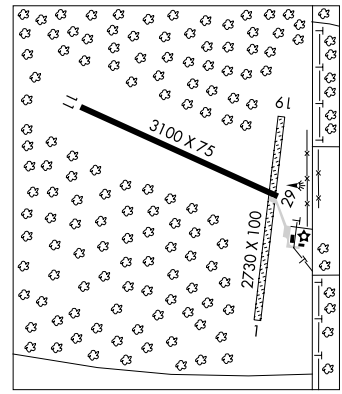
CLINTONVILLE MUNI (CLI) 1 SE UTC−6(−5DT) N44°36.80′ W88°43.84′ **GREEN BAY**
822 B S4 **FUEL** 100LL, JET A NOTAM FILE CLI **L–14J, 31A**
RWY 14–32: H4600X75 (ASPH) S–30, D–55 MIRL **IAP**
RWY 14: Trees.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 26′. Tree.
RWY 04–22: H3300X100 (ASPH) S–40, D–70, ST–89
MIRL 0.4% up SW
RWY 04: Trees. **RWY 22:** Road.
RWY 09–27: 2000X170 (TURF)
RWY 09: Tree. **RWY 27:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Fuel: 24 hr self svc. Rwy 09–27 CLOSED from 1 Dec to 15 Apr, other times confirm condition with arpt manager at 715–823–7690. Deer, fox and birds on and invof arpt. 200′ crane 6000′ NW apch end Rwy 14. ACTIVATE MIRL Rwy 04–22 and Rwy 14–32 and REIL Rwy 32 and PAPI Rwy 32—CTAF. Rwy 09–27 thlds marked with white cones.
WEATHER DATA SOURCES: AWOS–3 120.675 (715) 823–7691.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GREEN BAY APP/DEP CON** 126.3 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 278° 23.2 NM to fld. 767/1E. **HIWAS.**
NDB (MHW) 209 CLI N44°37.13′ W88°43.99′ at fld. NOTAM FILE CLI.



CODEE N42°33.62′ W88°01.73′ NOTAM FILE ENW. **CHICAGO**
NDB(LOM) 389 EN 066° 4.9 NM to Kenosha Rgnl.

CORNELL MUNI (2H3) 2 E UTC−6(−5DT) N45°09.93′ W91°06.34′ **GREEN BAY**
1154 B S2 **FUEL** MOGAS NOTAM FILE GRB
RWY 09–27: H2420X45 (ASPH) LIRL (NSTD)
RWY 9: Road. **RWY 27:** Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Confirm winter conditions and snow removal with arpt manager 715–239–3716. East 100′ in poor condition; pavement cracked; heaving and grass growing in cracks. ACTIVATE NSTD LIRL Rwy 09–27 and rotating bcn—UNICOM. LIRL OTS indef.
COMMUNICATIONS: CTAF/UNICOM 122.8

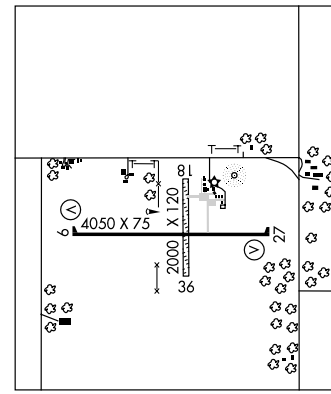
CRANDON MUNI (Y55) 3 SW UTC−6(−5DT) N45°31.00′ W88°56.01′ **GREEN BAY**
1646 B NOTAM FILE GRB **L–14J**
RWY 11–29: H3100X75 (ASPH) S–12 LIRL
RWY 11: Trees. **RWY 29:** Road.
RWY 01–19: 2730X100 (TURF)
RWY 01: Road. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Occasional deer on and invof arpt. LIRL Rwy 11–29 preset on low ints; to increase ints—CTAF. Rwy 01–19 marked by yellow cones.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 105° 23.2 NM to fld. 1590/2E. **HIWAS.**



CRIVITZ MUNI (3D1) 3 SW UTC−6(−5DT) N45°12.85′ W88°04.37′ **GREEN BAY**
731 B NOTAM FILE GRB
RWY 18–36: H2620X60 (ASPH) S–12
RWY 18: Road. **RWY 36:** Road.
RWY 09–27: 1270X80 (TURF) LIRL
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. Rwy 09–27 not plowed. Confirm snow removal for Rwy 18–36 with arpt manager 715–854–7075. ACTIVATE LIRL Rwy 09–27 and rotating bcn–5 clicks on 123.0.
COMMUNICATIONS: CTAF/UNICOM 122.8

CUMBERLAND

CUMBERLAND MUNI (UBE) 3 SE UTC−6(−5DT) N45°30.36′ W91°58.87′ **GREEN BAY**
1241 B S4 **FUEL** 100LL, MOGAS NOTAM FILE GRB **L–14I**
RWY 09–27: H4050X75 (ASPH) MIRL **IAP**
RWY 09: VASI(V2L)—GA 3.0° TCH 26′. Road.
RWY 27: REIL. VASI(V2L)—GA 3.0° TCH 29′. Road.
RWY 18–36: 2000X120 (TURF)
RWY 18: Road. **RWY 36:** Tree.
AIRPORT REMARKS: Unattended. 24 hr fuel avbl. Rwy 18–36 not plowed winter months. Rwy 18–36 marked with yellow cones. MIRL Rwy 09–27 preset on low ints to increase ints and ACTIVATE REIL Rwy 27—CTAF. VASI Rwy 27 opr 24 hrs.
COMMUNICATIONS: CTAF/UNICOM 122.8
RICE LAKE RCO 122.3 (GREEN BAY RADIO)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 301° 10.2 NM to fld. 1092/1E. OTS indef.
NDB (MHW) 375 UBE N45°30.55′ W91°58.60′ at fld. NOTAM FILE GRB. Unmonitored.



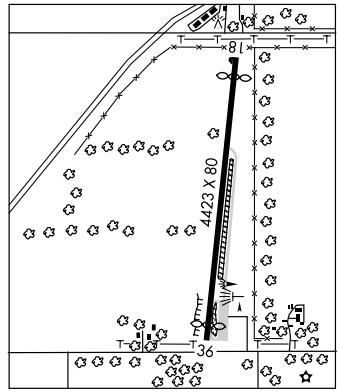
SILVER LAKE SPB (WN2) 5 NW UTC−6(−5DT) N45°35.07′ W91°55.55′ **GREEN BAY**
1248 NOTAM FILE GRB Not insp.
WATERWAY 18W–36W: 5000X200 (WATER)
SEAPLANE REMARKS: Unattended. No services avbl. Silver Lake may be frozen from Nov–Apr.
COMMUNICATIONS: CTAF 122.9

DANCI N44°45.62′ W89°47.35′ NOTAM FILE CWA. **GREEN BAY**
NDB (LOM) 275 CW 079° 5.3 NM to Central Wisconsin.

DANE CO RGNL–TRUAX FLD (See MADISON)

DELAVAN

LAKE LAWN (C59) 2 E UTC−6(−5DT) N42°38.05′ W88°36.07′ — CHICAGO
981 B NOTAM FILE GRB — L–28H
RWY 18–36: H4423X80 (ASPH) MIRL 0.3% up N — IAP
RWY 18: REIL. Thld dsplcd 320′. Tree.
RWY 36: Thld dsplcd 300′. Tree.
AIRPORT REMARKS: Unattended. Arpt CLOSED for ngt ops. Rwy 18–36 CLOSED 15 Nov–31 Mar. Rwy 18–36 numerous large cracks and vegetation growing through pavement entire length. Low wing acft avoid south twy, 25′ from twy centerline to 3′ fence. Rwy 18–36 MIRL OTS indef. Rwy 18 REIL OTS indef.
COMMUNICATIONS: CTAF 122.9
Ⓡ **ROCKFORD APP/DEP CON** 121.0
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 075° 22.8 NM to fld. 931/3E. **HIWAS.**
NDB (MHW) 404 LVV N42°41.93′ W88°35.59′ 185° 3.9 NM to fld. NOTAM FILE GRB. OTS indef.



DELLS N43°33.05′ W89°45.82′ NOTAM FILE DLL. — CHICAGO
(H) VORTAC 117.0 DLL Chan 117 187° 1.8 NM to Baraboo Wisconsin Dells. 1020/3E. — H–2J, 5D, L–28G
RCO 122.1R 117.0T (GREEN BAY RADIO)

DEPRE N44°23.91′ W88°07.97′ NOTAM FILE GRB. — CHICAGO
NDB (MHW/LOM) 332 SG 004° 5.2 NM to Austin Straubel Intl. LOM unmonitored. — L–31A

DODGE CO (See JUNEAU)

DOOR CO CHERRYLAND (See STURGEON BAY)

DOUGY N45°50.07′ W89°43.83′ NOTAM FILE ARV. — GREEN BAY
NDB (MHW/LOM) 236 DO 001° 5.6 NM to Lakeland/Noble F. Lee Meml Fld. NDB unmonitored. — L–14J

DRUMMOND

EAU CLAIRE LAKES (5G4) 10 W UTC−6(−5DT) N46°20.93′ W91°29.90′ — GREEN BAY
1214 NOTAM FILE GRB
RWY 18–36: 2290X70 (TURF)
RWY 18: Trees. **RWY 36:** Fence.
AIRPORT REMARKS: Attended dalgt hrs. Arpt CLOSED to wheeled acft Nov 15 thru Mar 31. 62′ antenna 150′ right and 340′ from thld Rwy 36. 10′ depression 40′–400′ from Rwy 36 thld 125′ left. Rwy 18 end marked with tires. Rwy 36 end marked with silver/yellow A–frames, Rwy 18–36 marked with white reflectors along both edges.
COMMUNICATIONS: CTAF 122.9

EAGLE RIVER UNION (EGV) 0 NW UTC−6(−5DT) N45°55.94′ W89°16.10′ **GREEN BAY**
1642 B S4 **FUEL** 100LL, JET A NOTAM FILE EGV **H–2J, L–14J**
RWY 04–22: H5000X76 (ASPH) S–12.5 MIRL **IAP**
RWY 04: REIL. PAPI(P4L). Trees. **RWY 22:** REIL. PAPI(P4L)—GA 3.0° TCH 34′. Pole.
RWY 13–31: H3400X60 (ASPH) MIRL
RWY 13: Tree. **RWY 31:** Tree.
AIRPORT REMARKS: Attended Jun–Aug 1500–0200Z‡, Sep–May 1500–2300Z‡. For attendant other hrs call 715–477–1548/479–4105/891–0987/891–5612. Ultralight activity on and invof arpt. REIL Rwy 22 OTS indef. ACTIVATE MIRL Rwy 04–22 and MIRL Rwy 13–31 and REIL Rwy 04 and Rwy 22 and twy lgts—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (715) 479–1465.
COMMUNICATIONS: CTAF/UNICOM 122.8
RHINELANDER RCO 122.1R 109.2T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 022° 19.6 NM to fld. 1590/02E. **HIWAS.**
NDB (MHW) 341 EGV N45°55.96′ W89°15.79′ at fld. NOTAM FILE EGV.
ILS/DME 110.7 I–LBJ Chan 44 Rwy 04. LOC only. DME unusable byd 20° left of course.

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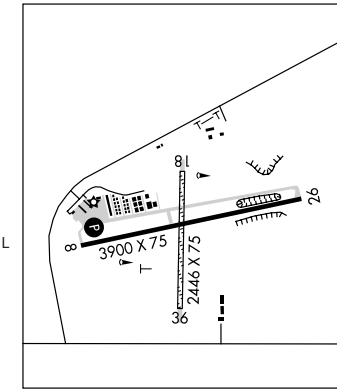
HELIPAD H1: 60X60 (CONC)
HELIPORT REMARKS: Helipad H1 perimeter lgts.

EAST TROY MUNI (57C) 2 NE UTC−6(−5DT) N42°47.83′ W88°22.36′ **CHICAGO**
860 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE GRB **L–28H, A**
RWY 08–26: H3900X75 (ASPH) S–12 MIRL 0.4% up E **IAP**
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Road.
RWY 26: REIL. Trees.
RWY 18–36: 2446X75 (TURF) 0.4% up N
RWY 18: Tree. **RWY 36:** Road.
AIRPORT REMARKS: Attended 1430Z‡–dusk. After hrs svc call 262–642–2755 or 262–745–8706. Fuel avbl 24 hrs with credit card. Parachute Jumping. Rwy 18–36 be alert: not plowed 15 Oct–15 May. Ultralights activity on and invof arpt. Noise abatement procedures in effect; contact arpt manager at 262–642–4374. MIRL Rwy 08–26 is preset on low ints; to ACTIVATE higher ints and REIL Rwys 08 and 26 and PAPI Rwy 08—CTAF. Rwy 18–36 thlds marked with wooden A–frames in an L layout painted orange and white.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
GCO 121.725 (MILWAUKEE CLNC and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 190° 19.6 NM to fld. 1080/2E. **HIWAS.**

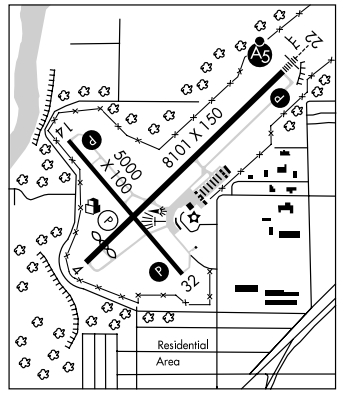


EAU CLAIRE N44°53.86′ W91°28.71′ NOTAM FILE EAU. **GREEN BAY**
(L) VORTACW 112.9 EAU Chan 76 183° 2NM to Chippewa Valley Rgnl. 804/4E. **H–2I, L–14I**
HIWAS. DME unusable byd 30NM below 3500′.
RCO 123.6 122.65 (GREEN BAY RADIO)

EAU CLAIRE

CHIPPEWA VALLEY RGNL (EAU) 3 N UTC−6(−5DT) N44°51.95′ W91°29.06′ **GREEN BAY**
913 B S4 **FUEL** 100LL, JET A OX 4 TPA—1913(1000) Class I, ARFF Index A **H–2I, L–14I**
NOTAM FILE EAU **IAP, AD**

RWY 04–22: H8101X150 (CONC–TRTD–RFSC) S–100, D–180, ST–175, DT–320 HIRL
RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 44′. Thld dsplcd 801′. Road.
RWY 22: MALSR. PAPI(P4L)—GA 3.0° TCH 50′. 0.6% down.
RWY 14–32: H5000X100 (ASPH–CONC) S–40, D–60 MIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 43′. Trees.
RWY 32: PAPI(P4L)—GA 4.0° TCH 70′. Tree.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 04: TORA–8101 TODA–8101 ASDA–8101 LDA–7301
RWY 22: TORA–7301 TODA–7301 ASDA–7301 LDA–7301



AIRPORT REMARKS: Attended 1300–0300Z‡. Arpt condition unmonitored 0500–1000Z‡. ARFF not avbl 24 hrs. PPR for unscheduled air carrier ops with more than 9 passenger seats; ctc arpt manager 715–839–6241. Air carrier ops with more than 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/dep times without PPR with arpt manager and confirmation ARFF is avbl prior to ldg or tkf. HIRL Rwy 04–22 preset on low ints, to incr ints and ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14, Rwy 32, and Rwy 22, REIL Rwy 04 and Rwy 14, MALSR Rwy 22—CTAF. PAPI Rwy 04 on continuously.
WEATHER DATA SOURCES: ASOS 119.675 (715) 832–7990. **HIWAS** 112.9 EAU.
COMMUNICATIONS: CTAF 118.575 **UNICOM** 122.95
EAU CLAIRE RCO 123.6 122.65 (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP CON 125.3
TOWER 118.575 (1130–0230Z‡) **GND CON** 120.925
AIRSPACE: CLASS D svc 1130–0230Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE EAU.
EAU CLAIRE (L) VORTACW 112.9 EAU Chan 76 N44°53.86′ W91°28.71′ 183° 1.9 NM to fld. 804/4E. **HIWAS**
MAGGS NDB (LOM) 239 EA N44°56.69′ W91°22.42′ 224° 6.7 NM to fld. Unmonitored.
ILS/DME 109.5 I–EAU Chan 32 Rwy 22. LOM MAGGS NDB. BC unusable byd 10 NM blo 2500′.

EAU CLAIRE LAKES (See DRUMMOND)

EDGERTON

JANA (58C) 3 N UTC−6(−5DT) N42°52.37′ W89°04.54′ **CHICAGO**
842 **FUEL** 100LL NOTAM FILE GRB
RWY 18–36: 2305X135 (TURF) LIRL (NSTD)
RWY 18: Tree. **RWY 36:** Brush.
AIRPORT REMARKS: Attended irregularly. Parachute Jumping. Fee for acft ldg at arpt without gas purchase (maintenance fee). For NSTD LIRL Rwy 18–36 call 608–884–3403/3521. Rwy 18–36 NSTD LIRL with reflectors; orange reflectors indicating last 1000′ of rwy both directions. Rwy 18–36 marked by pairs of red metal A–frames; ends of stopways marked with 3 red metal A–frames on centerline.
COMMUNICATIONS: CTAF 122.9

ELROY MUNI (6Ø0C) 2 S UTC−6(−5DT) N43°42.38′ W90°15.46′ **CHICAGO**
944 TPA—1744(800) NOTAM FILE GRB
RWY 06–24: 3085X100 (GRVL–TURF) LIRL (NSTD)
RWY 06: Trees. **RWY 24:** Tree. Rgt tfc.
AIRPORT REMARKS: Unattended. Rwy 06–24 2550′ by 34′ GRVL superimposed on turf rwy; surface patchy and rough. Tall bluffs and trees located on both sides of rwy. Rwy 06–24 NSTD LIRL thld lgts, all green lenses.
COMMUNICATIONS: CTAF 122.9

EPHRAIM–FISH CREEK (3D2) 1 SW UTC−6(−5DT) N45°08.12′ W87°11.15′ **GREEN BAY**
773 B S2 **FUEL** 100LL NOTAM FILE GRB **L–31B**
RWY 14–32: H2700X60 (ASPH) S–12.5 MIRL 0.5% up NE **IAP**
RWY 14: PAPI(P2L)—GA 3.5° TCH 24′. Trees. **RWY 32:** PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 01–19: 1980X80 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended on call. For fuel Mon–Fri 1600–2100Z‡ call 920–868–1714. Other hrs call 920–495–0775/493–1714. Rwy 01–19 slopes immediately down to South–cannot see one end from the other. Rwy 14–32 400′ turf twy on NE end. Rwy 01–19 ends and edges marked with yellow barrels. ACTIVATE MIRL Rwy 14–32, PAPI Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **GREEN BAY APP/DEP CON** 119.5 (1130–0530Z‡) Ⓡ**MINNEAPOLIS CENTER APP/DEP CON** 127.65 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MNM.
MENOMINEE (L) VOR DME 109.6 MNM CHAN 83 N45°10.81′ W87°38.83′ 098° 19.8 NM to fld. 650/00E.

FALLS N43°46.13′ W87°50.93′ NOTAM FILE SBM. **CHICAGO**
(L) VOR/DME 110.0 FAH Chan 37 at Sheboygan Co Meml. 740/2W. **ASOS** **L–28H**
VOR unusable 018°–045° byd 12 NM and 046°–017° byd 31 NM blo 3000′.
DME unusable 320°–340° byd 25 NM blo 3000′.
RCO 122.1R 110.0T (GREEN BAY RADIO)

FAMIS N44°26.43′ W88°14.38′ NOTAM FILE GRB. **GREEN BAY**
NDB (LOM) 356 GR 063° 5.4 NM to Austin Straubel Intl. Unmonitored.

FICHY N44°45.36′ W87°26.95′ NOTAM FILE SUE. **GREEN BAY**
NDB (LOM) 224 II 016° 5.4 NM to Door Co Cherryland. Unmonitored.

FOND DU LAC CO (FLD) 1 W UTC−6(−5DT) N43°46.27′ W88°29.31′ **CHICAGO**
808 B S4 **FUEL** 100LL, JET A1 TPA—1808(1000) NOTAM FILE FLD **H–2J, L–28H**
RWY 18–36: H5941X100 (ASPH) D–60 HIRL **IAP**
RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 48′. Trees. Rgt tfc.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 33′. Trees.
RWY 09–27: H3602X75 (ASPH) S–22 MIRL 0.6% up W
RWY 09: Trees. Rgt tfc. **RWY 27:** Road.
AIRPORT REMARKS: Attended 1400Z‡–dusk. For attendant after hrs call 920–922–6000. Rwy 36 is for left tfc only. HIRL Rwy 18–36 preset on low ints; to incr ints and ACTIVATE MIRL Rwy 09–27, REIL Rwy 18; PAPI Rwy 18 and Rwy 36 and MALSR Rwy 36—CTAF.
WEATHER DATA SOURCES: ASOS 134.0 (920) 922–4444.
COMMUNICATIONS: CTAF/UNICOM 123.05
RCO 122.5 (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 165° 13.5 NM to fld. 780/2E.
ILS/DME 108.3 I–FLD Chan 20 Rwy 36 LOC only.

FORT ATKINSON MUNI (61C) 3 NE UTC−6(−5DT) N42°57.79′ W88°49.06′ **CHICAGO**
800 B **FUEL** 100LL TPA—1800(1000) NOTAM FILE GRB **L–28H**
RWY 03–21: H3801X60 (ASPH) S–12 MIRL **IAP**
RWY 03: Trees. **RWY 21:** PAPI(P2L)—GA 3.0° TCH 30′. Tree.
AIRPORT REMARKS: Unattended. Parachute Jumping. Fuel avbl PPR call 920–563–7760. Ultralight activity on and invof arpt. Rwy 03–21 pilots req to fly rwy heading and climb to 1400′ MSL before turning east. MIRL Rwy 03–21 preset on low ints, to ACTIVATE higher ints and PAPI Rwy 21—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MADISON APP/DEP CON** 120.1 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡).
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 247° 25.2 NM to fld. 1080/2E. **HIWAS.**

FOX RIVER (See ROCHESTER)

FRANKS SPB (See LAC DU FLAMBEAU)

FRANKSVILLE

CINDY GUNTLY MEML (62C) 7 NW UTC−6(−5DT) N42°49.42′ W88°05.67′ **CHICAGO**

790 S4 **FUEL** 100LL, MOGAS TPA—1790(1000) NOTAM FILE GRB

RWY 01–19: 2425X70 (TURF) LIRL (NSTD).

RWY 01: Tree. **RWY 19:** Tree.

RWY 18–36: 1200X80 (TURF)

RWY 18: Trees. **RWY 36:** Tree.

AIRPORT REMARKS: Attended Mon–Fri 1430–0000Z‡, Sat 1700–0000Z‡. Rwy 18 and Rwy 19 ground drops off rapidly at S end. Rwy 18–36 rough and undulating rolling terrain. ACTIVATE NSTD LIRL Rwy 01–19—CTAF. Rwy 01–19 NSTD LIRL has two pairs of lgts each end.

COMMUNICATIONS: CTAF 122.9

FRIENDSHIP (ADAMS)

ADAMS CO LEGION FLD (63C) 1 E UTC−6(−5DT) N43°57.67′ W89°47.28′ **CHICAGO**

976 B **FUEL** 100LL NOTAM FILE GRB **L–28G**

RWY 15–33: H3400X60 (ASPH) S–12.5 MIRL 0.3% up SE **IAP**

RWY 15: REIL. PAPI(P2L). Trees.

RWY 33: REIL. PAPI(P2L). Trees.

RWY 08–26: 2825X100 (TURF)

RWY 08: Trees. **RWY 26:** Trees.

AIRPORT REMARKS: Unattended. Fuel avbl 24 hrs with credit card. Ultralight activity at arpt. Rwy 08–26 CLOSED Dec 1–Apr 1. Acft departing Rwy 15 turn to a heading of 180° after takeoff. Rwy 08–26 marked with 3′ white cones. ACTIVATE MIRL Rwy 15–33 and REIL Rwy 15 and Rwy 33—CTAF.

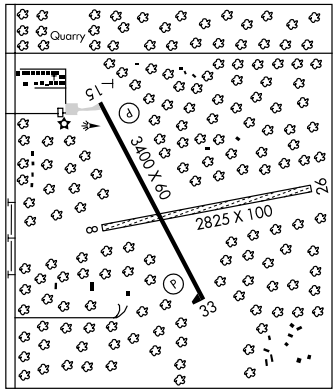
COMMUNICATIONS: CTAF 122.9

VOLK APP/DEP CON 135.25 (1300–2100Z‡)

CHICAGO CENTER/APP DEP CON 133.3 (2100–1300Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.

DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′. 355° 24.6 NM to fld. 1020/3E.



GAMIE N44°09.75′ W88°35.10′ NOTAM FILE ATW. **GREEN BAY**

NDB (LOM) 230 AT 028° 6.4 NM to Outagamie Co.

GENERAL MITCHELL INTL (See MILWAUKEE)

GENOA CITY

VINCENT (64C) 3 NE UTC−6(−5DT) N42°31.10′ W88°18.02′ **CHICAGO**

880 TPA—1680(800) NOTAM FILE GRB

RWY 09–27: 1775X130 (TURF)

RWY 09: Trees. **RWY 27:** Road.

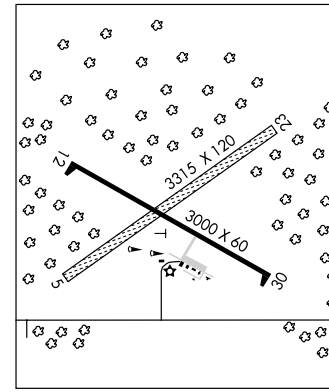
AIRPORT REMARKS: Unattended. Rwy 09–27 W end rises +15′.

COMMUNICATIONS: CTAF/UNICOM 122.8

GILBERT FIELD (See RIO)

GRAND GENEVA RESORT (See LAKE GENEVA)

GRANTSBURG MUNI (GTG) 2 NE UTC−6(−5DT) N45°47.88′ W92°39.86′ **GREEN BAY**
927 B TPA—1727(800) NOTAM FILE GRB **L–14I**
RWY 05–23: 3315X120 (TURF) **IAP**
RWY 05: Trees. **RWY 23:** Trees.
RWY 12–30: H3000X60 (ASPH) MIRL
RWY 30: Trees.
AIRPORT REMARKS: Unattended. Rwy 05–23 CLOSED Nov 1–Apr 15. Deer and waterfowl on and invof arpt. ACTIVATE MIRL Rwy 12–30—CTAF. Water twr lctd 5060′ southwest Rwy 05, 1100′ MSL/182′AGL. Rwy 05–23 marked by yellow cones.
COMMUNICATIONS: CTAF 122.9
SIREN RCO 122.1R 109.4T (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE RZN.
SIREN (L) VOR/DME 109.4 RZN Chan 31 N45°49.23′ W92°22.47′ 262° 12.2 NM to fld. 987/2E. **HIWAS.**



GREEN BAY N44°33.31′ W88°11.69′ NOTAM FILE GRB. **GREEN BAY**
(H) VORTACW 115.5 GRB Chan 102 146° 5.1 NM to Austin Straubel Intl. 767/1E. **HIWAS.** **H–2J, L–31A**
RCO 122.55 122.2 (GREEN BAY RADIO)

GREEN BAY

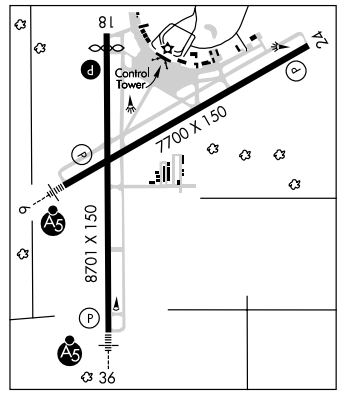
AUSTIN STRAUBEL INTL (GRB) 7 SW UTC−6(−5DT) N44°29.08′ W88°07.78′ **GREEN BAY**
695 B S4 **FUEL** 100LL, JET A OX 1, 3 LRA ARFF Index—See Remarks **H–2J, L–31A**
NOTAM FILE GRB **IAP, AD**

RWY 18–36: H8701X150 (CONC–GRVD) S–95, D–165, ST–175, DT–275 HIRL
RWY 18: REIL. PAPI(P4R)—GA 3.0°TCH 54′. Thld dsplcd 499′. Road. Rgt tfc.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 50′.
RWY 06–24: H7700X150 (CONC–GRVD) S–90, D–160, ST–175, DT–260 HIRL
RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 38′.
RWY 24: PAPI(P4L)—GA 3.0° TCH 50′. Tower.

LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	06–24	2692
RWY 24	18–36	6050
RWY 36	06–24	4932

RUNWAY DECLARED DISTANCE INFORMATION
RWY 18: TORA–8701 TODA–8701 ASDA–8701 LDA–8201
RWY 36: TORA–8201 TODA–8201 ASDA–8201 LDA–8701



AIRPORT REMARKS: Attended 1100–0400Z‡. Deer and birds on and invof arpt. Request voluntary compliance in avoiding noise sensitive areas N and E of arpt between midnight and 6 a.m. Rwy 18 touch and go tfc to use rgt tfc during hrs when twr clsd. Twys N and E not avbl for air carrier ops with more than 30 passenger seats. Class I, ARFF Index C. ARFF index D available with prior permission call arpt manager at 920–498–4820. Rwy 06 touchdown runway visual range avbl. Rwy 36 touchdown runway visual range avbl. When twr is clsd the preferred rwy is preset on low or med ints; to increase ints and ACTIVATE HIRL Rwy 06–24 and Rwy 18–36; MALSR Rwy 06, Rwy 36, REIL Rwy 18 and PAPI Rwy 18—CTAF. Flight Notification Service (ADCUS) available.
WEATHER DATA SOURCES: ASOS (920) 494–7140. **HIWAS** 115.5 GRB. LLWAS.
COMMUNICATIONS: CTAF 118.7 **ATIS** 124.1 **UNICOM** 122.95
GREEN BAY RCO 122.55 122.2 (GREEN BAY RADIO)
Ⓡ **GREEN BAY APP CON** 119.4 (1130–0530Z‡) Ⓡ**GREEN BAY DEP CON** 126.55 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
GREEN BAY TOWER 118.7 (1130–0530Z‡) **GND CON** 121.9 **CLNC DEL** 121.75
AIRSPACE: CLASS C svc 1130–0530Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB. VHF/DF ctc GREEN BAY RADIO.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 146° 5.1 NM to fld. 767/1E. **HIWAS.**
FAMIS NDB (LOM) 356 GR N44°26.43′ W88°14.38′ 063° 5.4 NM to fld. LOM unmonitored.
DEPRE NDB (MHW/LOM) 332 SG N44°23.91′ W88°07.97′ 004° 5.2 NM to fld. LOM unmonitored.
ILS/DME 109.5 I–GRB Chan 32 Rwy 06 Class IE. LOM FAMIS NDB. LOC/GS/LOM unmonitored.
ILS 109.9 I–SGZ Rwy 36 Class IE. LOM DEPRE NDB. LOC/GS/LOM unmonitored.
ASR (1130–1730Z‡)

GUTZMER'S TWIN OAKS (See WHITEWATER)

HAHN SKY RANCH (See WEST BEND)

HARTFORD MUNI (HXF) 2 NW UTC−6(−5DT) N43°20.95′ W88°23.48′ **CHICAGO**
1069 B S4 **FUEL** 100LL, MOGAS TPA—See Remarks NOTAM FILE GRB **L–28H**
RWY 11–29: H3000X75 (ASPH) S–8 MIRL **IAP**
RWY 11: Road. **Rwy 29:** Trees.
RWY 18–36: 2259X215 (TURF)
RWY 18: Road.
AIRPORT REMARKS: Unattended. Glider and ultralight activity on arpt. Slight downhill slope ldg Rwy 18. Rwy 36 +78′ water twr 3885′ from apch end. TPA for ultralight acft 1569(500). Rgt tfc pattern ultralight and glider acft. Rwy 18–36 thld marked with orange and white wooden A–frames.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 125.35
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 339° 14.7 NM to fld. 1080/2E. **HIWAS.**
WEST BEND (T) VOR 109.8 BJB N43°25.32′ W88°07.52′ 251° 12.4 NM to fld. NOTAM FILE ETB.
NDB (MHW) 200 HXF N43°20.86′ W86°23.71′ at fld.

HAYWARD N46°01.14′ W91°26.78′ NOTAM FILE HYR. GREEN BAY
(L) VOR/DME 113.4 HYR Chan 81 at Sawyer Co. 1207/3E. **ASOS** L–14I
VOR portion unusable blo 10000′. DME portion unusable; 160°–050° blo 4000′ byd 20 NM; 051°–160° blo 9000′ byd 13 NM.
RCO 122.1R 113.4T (GREEN BAY RADIO)

HAYWARD

SAWYER CO (HYR) 2 NE UTC−6(−5DT) N46°01.52′ W91°26.66′ GREEN BAY
1216 B **FUEL** 100LL, JET A NOTAM FILE HYR H–2I, L–14I
RWY 02–20: H5003X100 (ASPH) S–40, D–65, ST–82 MIRL IAP
RWY 02: REIL. PAPI (P4L)—GA 3.0° TCH 38′. Road. **RWY 20:** REIL. PAPI(P4L). GA 3.0° TCH 36′. Trees.
RWY 16–34: 1240X120 (TURF)
RWY 16: Trees. **RWY 34:** Trees.
AIRPORT REMARKS: Attended Jun–Sep Mon–Sat 1300–0100Z‡, Sun 1400–0100Z‡, Oct–May Mon–Sat 1300–2300Z‡, Sun 1400–0100Z‡. Rwy 16–34 CLOSED Dec 1 thru Apr 15. Deer on and invof arpt. ACTIVATE MIRL Rwy 02–20, PAPI Rwys 02, 20, REIL Rwy 02 and 20—CTAF. Rwy 20 PAPI OTS indef. Rwy 16–34 thlds marked with orange steel A–frames.
WEATHER DATA SOURCES: ASOS 113.4 HYR (715) 634–6138.
COMMUNICATIONS: CTAF/UNICOM 122.8
HAYWARD RCO 122.1R 113.4T (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 126.45
RADIO AIDS TO NAVIGATION: NOTAM FILE HYR.
HAYWARD (L) VOR/DME 113.4 HYR Chan 81 N46°01.14′ W91°26.78′ at fld. 1207/3E. **ASOS.**
SEELEY NDB (MHW) 344 SLY N46°06.73′ W91°23.08′ 205° 5.8 NM to fld. NOTAM FILE GRB.
NDB unusable beyond 15 NM.
ILS/DME 108.5 I–HTY Chan 22 Rwy 20. LOC only.

HILLSBORO

JOSHUA SANFORD FLD (HBW) 1 NE UTC−6(−5DT) N43°39.40′ W90°19.69′ CHICAGO
938 NOTAM FILE GRB L–28G
RWY 05–23: H3070X46 (ASPH) LIRL (NSTD)
RWY 05: Thld dsplcd 733′. Fence.
RWY 23: Trees.
AIRPORT REMARKS: Unattended. Birds on and invof arpt. Rwy 05 thld lgts black (obscured) and green. Rwy 23 thld lgts located 245′ from relocated thld. ACTIVATE LIRL Rwy 05–23—CTAF.
COMMUNICATIONS: CTAF 122.9
CHICAGO CENTER APP/DEP CON 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 339° 23.3 NM to fld.

HORLICK N42°45.73′ W87°48.88′ NOTAM FILE RAC. CHICAGO
(T) VORW/DME 117.7 HRK Chan 124 HRK at John H. Batten. 669/2W. **ASOS** L–28H, A
VOR portion unusable 090°–213°.

IOLA

CENTRAL CO (68C) 4 E UTC−6(−5DT) N44°30.33′ W89°01.51′ GREEN BAY
876 S4 TPA—1876(1000) NOTAM FILE GRB
RWY 04–22: 2530X60 (TURF)
RWY 04: Trees. **RWY 22:** Tree.
RWY 09–27: 1800X120 (TURF)
RWY 09: Trees. **RWY 27:** Tree.
RWY 13–31: 1745X130 (TURF)
RWY 13: Trees. **RWY 31:** Trees.
AIRPORT REMARKS: Unattended. Arpt CLOSED to wheeled acft when rwys covered with snow or ice. Ski tfc use Rwy 04–22 only. Deer on and invof arpt. Rwy 04–22 marked with yellow barrels. Rwy 09–27 marked with yellow cones. Rwy 13–31 marked with yellow barrels.
COMMUNICATIONS: CTAF 122.9

IOWA COUNTY (See MINERAL POINT)

J. DOUGLAS BAKE MEML (See OCONTO)

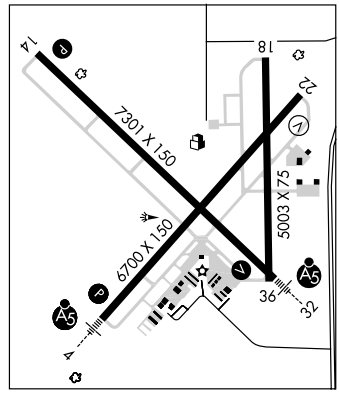
JANA (See EDGERTON)

JANESVILLE N42°33.48′ W89°06.32′ NOTAM FILE FEP. CHICAGO
(L) VOR/DME 114.3 JVL Chan 90 035° 4.7 NM to Southern Wisconsin Rgnl. 931/3E. **HIWAS.** L–28H
VOR portion unusable 025° 060° byd 25 NM blo 4000′, 130°–150° byd 30 NM blo 4000′.
DME unusable 130°–150° byd 30 NM blo 4000′.
RCO 122.1R 114.3T (GREEN BAY RADIO)

JANESVILLE

SOUTHERN WISCONSIN RGNL (JVL) 3 SW UTC−6(−5DT) N42°37.22′ W89°02.49′ CHICAGO
808 B S4 **FUEL** 100LL, JET A TPA—1808(1000) Class IV, ARFF Index A H–5D, L–28H
NOTAM FILE JVL IAP, AD

RWY 14–32: H7301X150 (CONC) S–85, D–190, ST–175, DT–400 HIRL
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 60′.
RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 51′.
RWY 04–22: H6700X150 (ASPH) S–95, D–130, ST–165, DT–230 HIRL
RWY 04: MALSR. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 22: REIL VASI(V4L)—GA 3.0° TCH 60′. Tree.
RWY 18–36: H5003X75 (ASPH) S–40, D–50, DT–80 MIRL
RWY 18: Road.



AIRPORT REMARKS: Attended continuously. Closed to scheduled air carrier ops with greater than 9 passenger seats and unscheduled air carrier ops greater than 30 passenger seats. 90–day PPR, call 608–757–5768. Lgt sport acft with cruise speed of 60 mph or less enter tfc pat at 500′ AGL. Rwy 32 and Rwy 36 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. When twr clsd HIRL Rwy 04–22 preset on low ints; to incr ints and ACTIVATE MALSR Rwy 04 and Rwy 32, PAPI Rwy 04, HIRL Rwy 14–32, MIRL Rwy 18–36, REIL Rwy 14, PAPI Rwy 14 and VASI Rwy 32—CTAF. VASI Rwy 22 opr 24 hrs.
WEATHER DATA SOURCES: AWOS–3 (608) 758–1723. LAWRS (1200–0300Z‡).
COMMUNICATIONS: CTAF 118.8 **ATIS** 128.25 **UNICOM** 122.95
JANESVILLE RCO 122.1R 114.3T (GREEN BAY RADIO)
Ⓡ **ROCKFORD APP/DEP CON** 121.0 **CLNC DEL** 121.65 (when twr clsd)
JANESVILLE TOWER 118.8 (1200–0300Z‡) **GND CON/CLNC DEL** 121.65 (1200–0300Z‡)
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 034° 4.7 NM to fld. 931/3E. **HIWAS.**
ILS 109.1 I–JVL Rwy 04. Class IE.
ILS/DME 111.35 I–REE Chan 50(Y) Rwy 32. Class IE. ILS/DME unmonitored.

JOHN F KENNEDY MEML (See ASHLAND)

JOHN H. BATTEN (See RACINE)

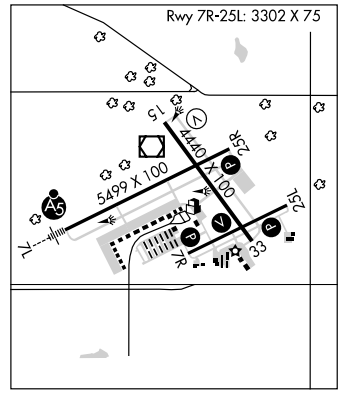
JUNEAU N43°25.74′ W88°42.13′ NOTAM FILE UNU. CHICAGO
NDB (MHW) 344 UNU at Dodge Co. L–28H

JUNEAU

DODGE CO (UNU) 1.7 E UTC−6(−5DT) N43°25.59′ W88°42.23′ **CHICAGO**
934 B S4 **FUEL** 100LL, JET A NOTAM FILE UNU **H–5E, L–28H**
RWY 08–26: H5060X100 (ASPH) MIRL 0.9% up NE **IAP**
RWY 08: PAPI(P4L)—GA 3.0° TCH 25′. Trees. **RWY 26:** MALSF. PAPI(P4L)—GA 3.0° TCH 34′. Tree.
RWY 02–20: H4029X75 (ASPH) S–12.5 MIRL
RWY 02: REIL. P–line. **RWY 20:** REIL. PAPI(P2L)—GA 3.0° TCH 26′. Tree.
AIRPORT REMARKS: Attended 1300–0200Z‡. Numerous Geese on and invof arpt. Irregular ultralight activity on and invof arpt. Mowing ops Mon–Fri with flashing lgts after dark. 302′ paved safety area on W end of Rwy 08–26. 29′ Twy E end of Rwy 08–26. MIRL Rwy 08–26 preset low ints; to increase ACTIVATE—CTAF. ACTIVATE MIRL Rwy 02–20; REIL Rwy 02 and Rwy 20—CTAF. Rwy 26 MALSF not certified for IFR.
WEATHER DATA SOURCES: AWOS–3 119.075 (920) 386–5682.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MADISON APP/DEP CON** 119.15 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 313° 26.1 NM to fld.1080/2E. **HIWAS.**
JUNEAU NDB (MHW) 344 UNU N43°25.74′ W88°42.13′ at fld. NOTAM FILE UNU.
ILS/DME 109.55 I–JNE Chan 32Y Rwy 26. LOC only. LOC/DME unmonitored when FBO closed.

KENNEDY N46°33.18′ W90°54.87′ NOTAM FILE ASX. **GREEN BAY**
NDB (MHW) 254 ENY at John F. Kennedy Mem. Unmonitored 0000–1200Z‡. **L–14I**

KENOSHA RGNL (ENW) 4 W UTC−6(−5DT) N42°35.74′ W87°55.67′ **CHICAGO**
742 B S4 **FUEL** 100LL, JET A OX 1, 2 LRA NOTAM FILE ENW **H–5E, L–28H, A**
RWY 07L–25R: H5499X100 (CONC–GRVD) S–62, D–73, ST–85, DT–135 HIRL 0.5% up SW **IAP, AD**
RWY 07L: MALSR.
RWY 25R: REIL. PAPI (P4L)—GA 3.0° TCH 45′. Tree. Rgt tfc.
RWY 15–33: H4440X100 (CONC–GRVD) S–62, D–73, ST–86, DT–135 HIRL
RWY 15: REIL. VASI(V4L)—GA 3.5° TCH 45′. Trees.
RWY 33: VASI(V4L)—GA 3.0° TCH 41′.
RWY 07R–25L: H3302X75 (ASPH–CONC) S–40, D–48 MIRL 0.7% up SW
RWY 07R: PAPI(P4L)—GA 3.25° TCH 25′. Road. Rgt tfc.
RWY 25L: PAPI(P4L)—GA 3.25° TCH 25′. Road.
AIRPORT REMARKS: Attended 1300–0300Z‡. Deer and birds on and invof arpt. Rwy 07R–25L is CLOSED to jet acft and acft weighing more than 12,500 lbs when Rwy 07L–25R is open. 440′ radio twr 2.6 NM southeast of arpt ½ NM left of Rwy 33 centerline. Crane 190′ 1.5 NM southeast of arpt, ops SR–SS. When twr clsd HIRL Rwy 07L–25R preset on low ints; to increase ints and ACTIVATE HIRL Rwy 15–33, MIRL Rwy 07R–25L, VASI Rwy 33, PAPI Rwy 25R, Rwy 07R and Rwy 25L, REIL Rwy 15 and Rwy 25R, MALSR Rwy 07L—CTAF. VASI Rwy 15 opr 24 hrs.



WEATHER DATA SOURCES: ASOS 127.175 (262) 652–7730.
COMMUNICATIONS: CTAF 118.6 **ATIS** 127.175 **UNICOM** 122.95
RCO 123.6R 109.2T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 120.15 (South) **CLNC DEL** 118.6 (0300–1300Z‡)
TOWER 118.6 (1300–0300Z‡) **GND CON** 121.875
AIRSPACE: CLASS D 1300–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 005° 22.5 NM to fld. 758/2W.
(T) VOR/DME 109.2 ENW Chan 29 N42°35.94′ W87°55.90′ at fld. 734/02W. NOTAM FILE ENW. VOR unusable 232°–295°.
CODEE NDB (LOM) 389 EN N42°33.62′ W88°01.73′ 067° 5.0 NM to fld.
ILS 109.35 I–ENW Rwy 07L Class IB. LOM CODEE NDB. Glide slope unusable byd 3° left of course. ILS unmonitored when twr closed.

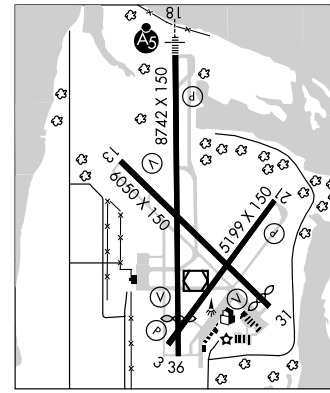
KETTLE MORAINE N43°25.51′ W88°07.63′ NOTAM FILE ETB. **CHICAGO**
NDB (MHW) 329 LLE at West Bend Muni. Unmonitored. SHUTDOWN. **L–28H**

KICKAPOO N43°39.31′ W90°19.99′ NOTAM FILE GRB. **CHICAGO**
NDB (MHW) 251 HBW at Joshua Sanford Fld. Unmonitored. VFR only. NDB OTS indef.

KINGS LAND O' LAKES (See LAND O' LAKES)

KOOKY N44°12.95′ W88°23.94′ NOTAM FILE ATW. GREEN BAY
NDB (MHW/LOM) 407 AQ 298° 5.8 NM to Outagamie Co Rgnl. Unmonitored. L–28H

LA CROSSE MUNI (LSE) 4 NW UTC−6(−5DT) N43°52.76′ W91°15.40′ CHICAGO
655 B S4 **FUEL** 100LL, JET A Class I, ARFF Index B NOTAM FILE LSE H–2I, L–28G
RWY 18–36: H8742X150 (CONC–GRVD) S–125, D–190, ST–175, DT–430, DDT–850 HIRL IAP, AD
RWY 18: MALSR. PAPI(P4L)—GA 3.0° TCH 55′.
RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 28′. Thld dsplcd 1131′. Tree.
RWY 13–31: H6050X150 (ASPH–GRVD) S–125, D–190, ST–175, DT–430 HIRL
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 32′. Trees.
RWY 31: VASI(V4L)—GA 3.6° TCH 59′. Thld dsplcd 739′. Tower.
RWY 03–21: H5199X150 (ASPH) S–65, D–110, ST–139, DT–190 HIRL
RWY 03: PAPI(P4L)—GA 4.0° TCH 40′. Pole.
RWY 21: PAPI(P4L)—GA 4.0° TCH 40′. Ground.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 13: TORA–5300 TODA–5300 ASDA–5300 LDA–5300
RWY 31: TORA–6050 TODA–6050 ASDA–6050 LDA–5300
RWY 18: TORA–8742 TODA–8742 ASDA–8536 LDA–8536
RWY 36: TORA–8742 TODA–8742 ASDA–8557 LDA–7426



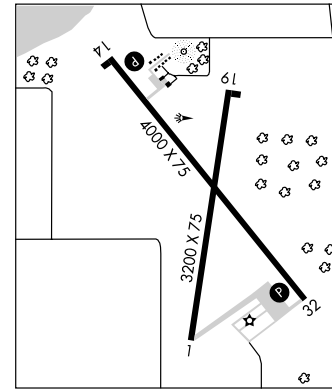
AIRPORT REMARKS: Attended 1200–0300Z‡. For attendant other hrs call 608–783–8359. Rwy 36 and Rwy 03 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. Deer, waterfowl and other birds on and invof arpt. Heavy concentrations of waterfowl spring and fall. Twr 1390′ AGL 6 NM southwest. Numerous twrs up to 836′ AGL 4 NM southeast. When twr clsd HIRL Rwy 13–31 preset low inst; to increase ints and ACTIVATE HIRL Rwys 18–36 and 03–21; REIL Rwys 13 and 36; MALSR Rwy 18—CTAF.
WEATHER DATA SOURCES: ASOS (608) 781–9067.
COMMUNICATIONS: CTAF 118.45 **ATIS** 124.95 **UNICOM** 122.95
RCO 122.2 122.35 (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 128.6
TOWER 118.45 (1200–0300Z‡) **GND CON** 121.8
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE LSE.
(T) VORW/DME 108.4 LSE Chan 21 N43°52.57′ W91°15.36′ at fld. 650/2E.
VOR/DME unusable 100°–150° and 230°–060° byd 20 NM blo 3300′.
MINDI NDB (LOM) 272 LS N44°00.24′ W91°15.65′ 177° 7.5 NM to fld.
ILS 111.1 I–LSE Rwy 18. Class IT. LOM MINDI NDB. ILS unmonitored when twr clsd.

LAC DU FLAMBEAU

FRANKS SPB (4P5) 7 SW UTC−6(−5DT) N45°53.00′ W90°00.01′ GREEN BAY
1650 **FUEL** 80 NOTAM FILE GRB
WATERWAY N–S: 9000X1000 (WATER)
WATERWAY E–W: 2640X1000 (WATER)
SEAPLANE REMARKS: Attended May–Oct dawn–dusk. Dock in poor condition. Call ahead to ensure fuel avbl.
COMMUNICATIONS: CTAF 122.9

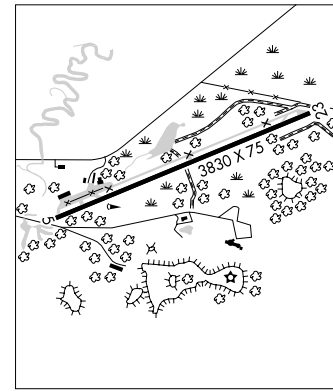
LADYSMITH

RUSK CO (RCX) 4 NE UTC−6(−5DT) N45°29.81′ W91°00.03′ — GREEN BAY
1238 B S4 **FUEL** 80, 100LL NOTAM FILE GRB — L–14I
RWY 14–32: H4000X75 (ASPH) S–25 MIRL — IAP
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Trees.
RWY 01–19: H3200X75 (ASPH) MIRL 0.5% up N
RWY 01: Tree. **RWY 19:** Road.
AIRPORT REMARKS: Attended May–Sep 1400–0100Z‡, Oct–Apr 1400–2300Z‡. For attendance after hrs call 715–924–2080/403–0524. All fuel 24 hr self serve. Occasional deer invof arpt. Rwy 32 left side REIL OTS indef. ACTIVATE MIRL Rwy 14–32 and Rwy 01–19, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—122.8.
WEATHER DATA SOURCES: AWOS–3 118.125 (715) 532–2665.
COMMUNICATIONS: CTAF/UNICOM 122.8
RICE LAKE RCO 122.3 (GREEN BAY RADIO)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 080° 33.2 NM to fld. 1092/1E. OTS indef.
NDB (MHW) 356 RCX N45°30.11′ W91°00.07′ at fld. NOTAM FILE GRB. Unmonitored.



LAKE GENEVA

GRAND GENEVA RESORT (CØ2) 2 NE UTC−6(−5DT) N42°36.90 W88°23.38 — CHICAGO
835 B NOTAM FILE GRB — L–28H, A
RWY 05–23: H3830X75 (ASPH) MIRL — IAP
RWY 05: Trees. Rgt tfc. **RWY 23:** Trees.
AIRPORT REMARKS: Unattended. Rwy 05–23 extensive cracking entire rwy. For noise abatement use Rwy 23. Rotating bcn OTS indef. MIRL Rwy 05–23 preset on medium ints dusk–dawn.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MILWAUKEE APP/DEP CON** 120.15 (South)
RADIO AIDS TO NAVIGATION: NOTAM FILE IKK.
NORTHBROOK (H) VORW/DME 113.0 OBK Chan 77 N42°13.29′ W87°57.11′ 323° 30.6 NM to fld. 758/2W.

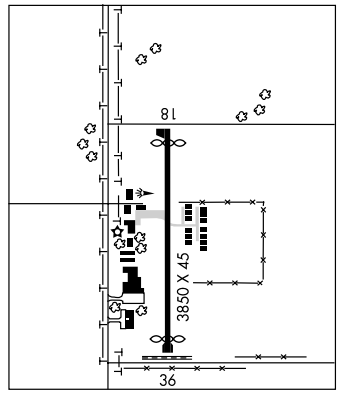


LAKELAND/NOBLE F. LEE MEML FLD (SEE MINOCQUA/WOODRUFF)

LAKE LAWN (See DELAVAN)

LAKE LAWN N42°41.93′ W88°35.59′ NOTAM FILE GRB. — CHICAGO
NDB (MHW) 404 LVV 185° 3.9 NM to Lake Lawn. OTS indef. — A

LANCASTER MUNI (73C) 4 S UTC−6(−5DT) N42°46.83′ W90°40.86′ CHICAGO
1008 B **FUEL** 100LL, MOGAS TPA—1808(800) NOTAM FILE GRB L–28G
RWY 18–36: H3850X45 (ASPH) S–13 LIRL
RWY 18: Thld dsplcd 155′. Tree. **RWY 36:** Thld dsplcd 220′.
AIRPORT REMARKS: Unattended. For fuel call 608–723–4246. CAUTION: Vehicles and people occasionally crossing rwy to reach hangar area on E side of rwy. Ultralight and skydiving activity on and invof arpt. Rwy 18–36 35′ p–line parallels W side 365′ from centerline. Rwy 18–36 dsplcd thlds marked only with thld lgts.
COMMUNICATIONS: CTAF/UNICOM 122.8
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 359° 22.8 NM to fld. 1051/4E.



LAND O' LAKES N46°08.98′ W89°12.63′ NOTAM FILE LNL. GREEN BAY
NDB (MHW) 396 LNL at Kings Land O' Lakes. Unmonitored. L–14J

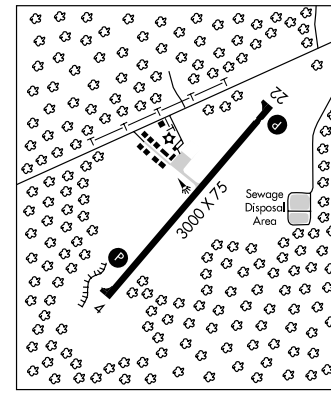
LAND O' LAKES

KINGS LAND O' LAKES (LNL) 1 SE UTC−6(−5DT) N46°09.24′ W89°12.73′ GREEN BAY
1704 B S4 **FUEL** 100LL NOTAM FILE LNL L–14J
RWY 14–32: H4000X75 (ASPH) S–12 MIRL IAP
RWY 14: REIL. PAPI(P2L)—GA 4.0° TCH 35′. Thld dsplcd 200′. Trees.
RWY 32: PAPI(P2L)—GA 3.0° TCH 26′. Road.
RWY 05–23: 2580X130 (TURF)
RWY 05: Trees. **RWY 23:** Thld dsplcd 600′. Trees.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel 24 hr self svc. Occasional deer on and invof arpt. Rwy 05–23 CLOSED Dec 1 to Apr 15. Rwy 05–23 marked with yellow cones. Rwy 14 ngt ldg length 3600′. Thd lgts 400′fm end of rwy. ACTIVATE MIRL Rwy 14–32, and REIL Rwy 14—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.525 (715) 547–6313.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 016° 32.9 NM to fld. 1590/2E. **HIWAS.**
LAND O' LAKES NDB (MHW) 396 LNL N46°08.98′ W89°12.63′ at fld. NOTAM FILE LNL. Unmonitored.

LANGLADE CO (See ANTIGO)

LA POINTE

MADELINE ISLAND (4R5) 2 NE UTC−6(−5DT) N46°47.32′ W90°45.52′ **GREEN BAY**
649 B NOTAM FILE GRB **L–14I**
RWY 04–22: H3000X75 (ASPH) S–12.5 MIRL 0.8% up NE **IAP**
RWY 04: PAPI(P2L)—GA 3.45° TCH 45′. Trees.
RWY 22: PAPI(P2L)—GA 3.45° TCH 38′. Trees.
AIRPORT REMARKS: Unattended. Deer on and invof arpt. ACTIVATE MIRL Rwy 04–22 and PAPI Rwy 04 and Rwy 22—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.55
RADIO AIDS TO NAVIGATION: NOTAM FILE ASX.
ASHLAND (T) VORW/DME 110.2 ASX Chan 39
N46°32.96′ W90°55.04′ 022° 15.8 NM to fld. 820/2E.



LAWRENCE J. TIMMERMAN (See MILWAUKEE)

LONE ROCK N43°17.66′ W90°07.99′ NOTAM FILE LNR. **CHICAGO**
(L) VORW/DME 112.8 LNR Chan 75 202° 5.4 NM to Tri–Co Rgnl. 1184/0E. **HIWAS.** **L–11D, 12E**
RCO 122.35 (GREEN BAY RADIO)

LONE ROCK

TRI–CO RGNL (LNR) 2 N UTC−6(−5DT) N43°12.71′ W90°10.79′ **CHICAGO**
717 B S3 **FUEL** 100LL, JET A TPA—1517(800) NOTAM FILE LNR **H–5D, L–28G**
RWY 09–27: H5000X75 (ASPH) S–12.5 MIRL **IAP**
RWY 09: PAPI(P2L)—GA 3.0° TCH 35′. Antenna. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 33′. Trees.
RWY 18–36: H1850X60 (ASPH) S–12.5 MIRL
RWY 18: Thld dsplcd 138′. Road. **RWY 36:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡. Self–serve fuel avbl 24 hrs. MIRL Rwys 09–27 preset low ints dusk–dawn; to increase ints and ACTIVATE MIRL Rwy 18–36, PAPI Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: ASOS 119.425 (608) 583–2576 **HIWAS** 112.8 LNR.
COMMUNICATIONS: CTAF/UNICOM 123.0
LONE ROCK RCO 122.35 (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
AIRSPACE: CLASS E svc 1400–2200Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 202° 5.4 NM to fld. 1184/0E. **HIWAS.**
ILS/DME 108.35 I–LNR Chan 20(Y) Rwy 27.

L. O. SIMENSTAD MUNI (See OSCEOLA)

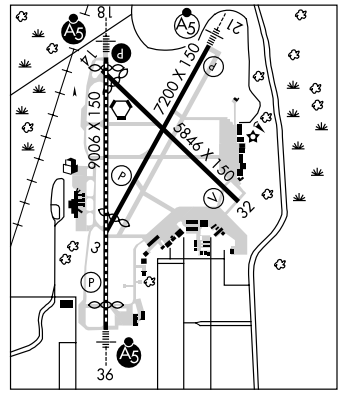
MADELINE ISLAND (See LA POINTE)

MADISON N43°08.69′ W89°20.38′ NOTAM FILE MSN. **CHICAGO**
(L) VORTACW 108.6 MSN Chan 23 at Dane Co Rgnl–Truax Fld. 860/3E. **L–28H**
VOR portion unusable: 155°–230° byd 20NM blo 2800′; 230°–155° byd 30NM blo 2800′.
DME unusable:
010–070° byd 20 NM blo 4500′ 210–010° byd 30 NM blo 4000′
070–210° byd 20 NM blo 3500′
RCO 122.6 (GREEN BAY RADIO)

MADISON

BLACKHAWK AIRFIELD (87Y) 10 E UTC−6(−5DT) N43°06.30′ W89°11.13′ **CHICAGO**
920 B **FUEL** 100LL TPA—1920(1000) NOTAM FILE GRB **L–28H**
RWY 04–22: H2814X57 (ASPH) 0.5% Up SW **IAP**
RWY 04: Bldg. Rgt tfc. **RWY 22:** Thld dsplcd 260′. Trees.
RWY 09–27: H2203X56 (ASPH) LIRL(NSTD) 0.8% up W
RWY 09: Trees. **RWY 27:** Thld dsplcd 230′. Road. Rgt tfc.
AIRPORT REMARKS: Unattended. Deer and turkeys on and invof arpt. Rwy 04–22 sfc cracks with 1′ vegetation growing on rwy. Rwy 09 avoid overflight of farm ¾ mile E. Rwy ends obstructed visually from others by weeds and trees approximate 10′ tall. Rwy 09–27 NSTD LIRL; rwy lgts +2 to 3′ above rwy and NSTD spacing. Rwy 09–27 lgtd 1973′.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **MADISON APP/DEP CON** 120.1 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MSN.
MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ 106° 7.2 NM to fld. 860/3E.

DANE CO RGNL–TRUAX FLD (MSN) 5 NE UTC−6(−5DT) N43°08.39′ W89°20.25′ **CHICAGO**
887 B S4 **FUEL** 100LL, JET A Class I, ARFF Index C NOTAM FILE MSN **H–5D, L–28H**
RWY 18–36: H9006X150 (CONC–GRVD) S–100, D–200, ST–175, DT–350 HIRL CL **IAP, AD**
RWY 18: MALSR. PAPI (P4L)—GA 3.0° TCH 57′. Thld dsplcd 400′. Hill.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 59′. Thld dsplcd 989′.
RWY 03–21: H7200X150 (CONC–GRVD) S–100, D–200, ST–175, DT–350 HIRL 0.4% up NE
RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Thld dsplcd 430′. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 41′. Road.
RWY 14–32: H5846X150 (CONC–GRVD) S–75, D–190, ST–175, DT–400 HIRL
RWY 14: REIL.Thld dsplcd 475′.
RWY 32: REIL. VASI(V4L)—GA 3.0° TCH 56′. Tree.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 03	14–32	3400
RWY 18	03–21	4850
RWY 21	18–36	6450
RWY 32	18–36	5300
RWY 36	14–32	7050

ARRESTING GEAR/SYSTEM
RWY 18 BAK–14 BAK–12(B) (1500′) BAK–14 BAK–12(B) (750′) **RWY 36**
BAK–14 BAK–12(B) (1620′) **RWY 21**
AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. PAEW SW corner of W ramp. Lgtd conc barricades W edge of W ramp. Air carrier and turbo jet training flights prohibited. General aviation svcs only on E ramp. General aviation access to and parking on W air carrier ramp is prohibited. Noise abatement procedures in effect ctc Arpt ops. Avoid overlfight of Yahara River invof arpt blo 2000′ AGL. Rwy 18 and Rwy 14 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. When twr clsd HIRL Rwy 18–36 preset on low ints, to incr ints and ACTIVATE MALSR Rwy 18 and Rwy 36, HIRL Rwy 03–21 and Rwy 14–32. REIL Rwy 03, Rwy 14, and Rwy 32 and PAPI Rwy 18—CTAF. Twy K, J, F, E not avbl to air carrier acft with greater than 9 seats. Twy F, G, G1 and G2 restricted to military. Rwy 18–36 touchdown and rollout runway visual range avbl.
WEATHER DATA SOURCES: ASOS (608) 249–0615. LLWAS
COMMUNICATIONS: CTAF 119.3 **ATIS** 124.65 **UNICOM** 122.95
MADISON RCO 122.6 (GREEN BAY RADIO)
Ⓡ **MADISON APP CON** 120.1 (EAST) 135.45 (WEST) (1200–0500Z‡) Ⓡ**MADISON DEP CON** 126.85 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
MADISON TOWER 119.3 (1200–0500Z‡) **GND CON** 121.9 **CLNC DEL** 121.62
AIRSPACE: CLASS C svc 1200–0500Z‡ ctc **APP CON** other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE MSN
MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ at fld. 860/3E.
MONAH NDB (MHW/LOM) 400 MS N43°03.76′ W89°20.75′ 005° 4.6 NM to fld. NDB unmonitored when twr clsd.
ILS 109.9 I–MSN Rwy 36. Class IT. LOM MONAH NDB. Unmonitored when twr clsd.
ILS 110.1 I–DSZ Rwy 18. Class IB. Unmonitored when twr clsd.
ILS/DME 111.55 I–DQJ Chan 52Y Rwy 21.
ASR (1200–0500Z‡)

MAGGS N44°56.69′ W91°22.42′ NOTAM FILE EAU. GREEN BAY

NDB (LOM) 239 EA 224° 6.7 NM to Eau Claire–Chippewa Valley Rgnl. Unmonitored.

MANITOWISH WATERS (D25) 1 S UTC−6(−5DT) N46°07.32′ W89°52.94′ GREEN BAY

1610 B **FUEL** 100LL NOTAM FILE GRB L–14J

RWY 14–32: H3500X60 (ASPH) S–12.5 MIRL IAP

RWY 14: Trees. **RWY 32:** PAPI(P2L)—GA 3.5° TCH 41′. Trees.

RWY 04–22: 3299X120 (TURF)

RWY 04: Trees. **RWY 22:** Trees.

AIRPORT REMARKS: Attended Jun–Sep 1430–2300Z‡, Nov–Apr 1430–1530Z‡, Oct and May 1430–1800Z‡. 100LL avbl 24 hrs with credit card. Airframe repairs on call 715–686–7523. Rwy 04–22 CLOSED winters. Be alert: Rwy 14–32 may be unusable due to snow covered until 30 Apr. Birds and migratory waterfowl on and invof arpt. Deer and coyotes on and invof arpt. MIRL Rwy 14–32 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 32—CTAF. Rwy 04–22 marked with yellow cones.

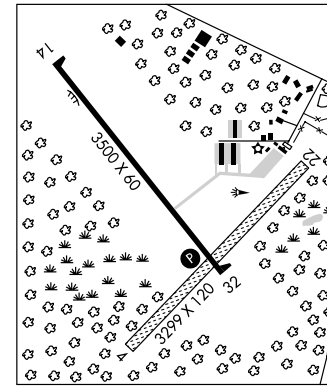
COMMUNICATIONS: CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 133.65

GCO 121.725 (FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.

RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 327° 34.3 NM to fld. 1590/2E. **HIWAS.**



MANITOWOC CO (MTW) 2 NW UTC−6(−5DT) N44°07.73′ W87°40.84′ GREEN BAY

651 B S2 **FUEL** 100LL, JET A, MOGAS NOTAM FILE MTW H–2J, L–28H

RWY 17–35: H5001X100 (ASPH) S–60 HIRL IAP

RWY 17: MALSR. VASI(V4L)—GA 3.0° TCH 42′.

RWY 35: REIL. VASI(V4L)—GA 3.0° TCH 45′. Tree.

RWY 07–25: H3341X100 (ASPH) S–12 MIRL 0.4% up W

RWY 07: Tree.

AIRPORT REMARKS: Attended Mon–Fri 1300Z‡–dusk, Sat–Sun 1400Z‡–dusk. For svc after hrs call 920–682–0043 during attended hrs or 920–242–7527 after attended hrs. Geese and numerous birds on and invof arpt. Rwy 35 REIL OTS indef. ACTIVATE MIRL Rwy 07–25, HIRL Rwy 17–35, REIL Rwy 35 and MALSR Rwy 17—CTAF.

WEATHER DATA SOURCES: AWOS–3 111.0 MTW (920) 682–1164.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.1R 111.0T (GREEN BAY RADIO)

Ⓡ **GREEN BAY APP/DEP CON** 120.2 (1130–0530Z‡)

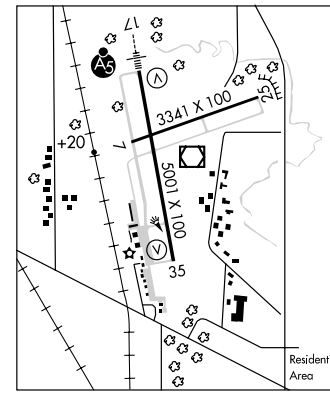
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE MTW.

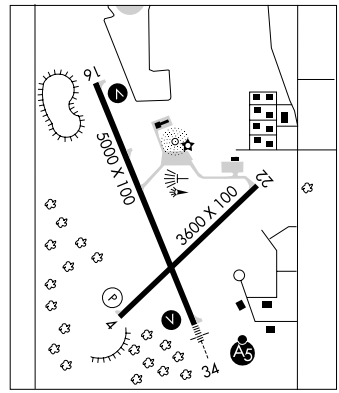
(T) VOR/DME 111.0 MTW Chan 47 N44°07.71′ W87°40.80′ at fld. 650/2W. **AWOS–3.**

MAWOC NDB (LOM) 362 MT N44°11.98′ W87°42.14′ 162° 4.4 NM to fld.

ILS 111.3 I–MTW Rwy 17. Class IC. LOM MAWOC NDB. ILS unmonitored.



MARSHFIELD MUNI (MFI) 1 S UTC−6(−5DT) N44°38.21′ W90°11.36′ GREEN BAY
1277 B S3 **FUEL** 100LL, JET A NOTAM FILE MFI H–2J, L–14I
RWY 16–34: H5000X100 (ASPH) S–35, D–50 MIRL 0.5% up NW IAP
RWY 16: REIL. VASI(V2L)–GA 3.0° TCH 35′. Rgt tfc.
RWY 34: MALSR. VASI(V2L)–GA 3.0° TCH 42′.
RWY 04–22: H3600X100 (ASPH) S–35,D–45 MIRL
RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 29′. Rgt tfc.
RWY 22: Pole.
AIRPORT REMARKS: Attended 1400–0000Z‡ Nov–Apr. For after hrs svc call 715–743–4700. Rwy 34 departing acft climb to 2000′ MSL prior to initiating rgt turn. Birds, waterfowl and deer invof arpt. Rotating bcn OTS indef. ACTIVATE MIRL Rwys 04–22 and 16–34 and MALSR Rwy 34 and VASI Rwy 16 and Rwy 34—CTAF. PAPI Rwy 04 ops continuously.
WEATHER DATA SOURCES: ASOS 121.575 (715) 387–6516.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.55 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE MFI.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 242° 28.7 NM to fld. 1205/2E.
NOTAM FILE AUW.
CALIN NDB (LOM) 266 DU N44°34.15′ W90°09.06′ 338° 4.4 NM to fld. Unmonitored 0300–1330Z‡.
NDB (MHW) 391 MFI N44°38.45′ W90°11.26′ at fld.
SDF 109.9 DUS Rwy 34. LOM CALIN NDB.



MAUSTON–NEW LISBON UNION (See NEW LISBON)

MAWOC N44°11.98′ W87°42.14′ NOTAM FILE MTW. GREEN BAY
NDB (LOM) 362 MT 170° 4.4 NM to Manitowoc Co.

McCOY N43°56.27′ W90°38.51′ NOTAM FILE CMY. CHICAGO
NDB (MHW) 412 CMY 287° 4.3 NM to Sparta/Fort McCoy. L–28G

MEDFORD N45°06.32′ W90°18.52′ NOTAM FILE MDZ. GREEN BAY
NDB (MHW) 335 MDZ at Taylor Co. L–14I

MEDFORD

TAYLOR CO (MDZ) 3 SE UTC−6(−5DT) N45°06.09′ W90°18.05′ GREEN BAY
1478 B **FUEL** 100LL, JET A TPA—2478(1000) NOTAM FILE MDZ H–2J, L–14I
RWY 09–27: H6902X75 (ASPH) MIRL 0.3% up E IAP
RWY 09: PAPI(P2L)—GA 3.0°. TCH 31′. Tree. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 26′.
RWY 16–34: H4435X75 (ASPH) S–12.5 MIRL
RWY 16: PAPI(P2L). Tree. **RWY 34:** REIL. PAPI(P2L).
AIRPORT REMARKS: Attended Mon–Fri 1330–2330Z‡. For svc after hrs call 715–678–2974. Fuel 24 hr self svc. Deer on and invof arpt. For tkf on Rwy 34 left turn after 1000′ AGL. MIRL Rwy 09–27 preset low ints; to increase ints and ACTIVATE MIRL Rwy 16–34 and PAPI Rwy 16 and Rwy 34; REIL Rwy 27 and Rwy 34—CTAF. Overnight tiedown fee.
WEATHER DATA SOURCES: AWOS–3 119.025 (715) 678–6030.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 295° 34.0 NM to fld. 1205/2E.
MEDFORD NDB (MHW) 335 MDZ N45°06.32′ W90°18.52′ at fld. NOTAM FILE MDZ.

MENOMONIE

MENOMONIE MUNI–SCORE FLD (LUM) 3 E UTC−6(−5DT) N44°53.54′ W91°52.07′ **GREEN BAY**
895 B S4 **FUEL** 100LL, JET A NOTAM FILE GRB **H–2I, L–14I**
RWY 09–27: H5074X75 (ASPH) MIRL **IAP**
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 43′. Trees. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Road.
RWY 18–36: H3470X75 (ASPH) MIRL
RWY 18: REIL. PAPI(2PL)—GA 3.0° TCH 40′. Road. **RWY 36:** PAPI(2PR)—GA 3.0° TCH 40′. Ground.
AIRPORT REMARKS: Attended Mon–Fri 1500–2300Z‡. ACTIVATE MIRL Rwy 09–27 and Rwy 18–36, PAPI Rwy 09, Rwy 27, Rwy 18 and Rwy 36, REIL Rwy 09, Rwy 18 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.025 (715) 235–5342.
COMMUNICATIONS: CTAF/UNICOM 122.7
MINNEAPOLIS CENTER APP/DEP CON 125.3
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE EAU.
EAU CLAIRE (L) VORTACW 112.9 EAU Chan 76 N44°53.86′ W91°28.71′ 265° 16.6 NM to fld. 804/4E.
HIWAS.

MERRILL MUNI (RRL) 1 NW UTC−6(−5DT) N45°11.94′ W89°42.77′ **GREEN BAY**
1318 B S3 **FUEL** 100LL, JET A OX 4 NOTAM FILE RRL **H–2J, L–14J**
RWY 07–25: H5100X75 (ASPH) S–45, D–65, ST–83, DT–100 MIRL **IAP**
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. **RWY 25:** REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees.
RWY 16–34: H2997X75 (ASPH) S–26 MIRL 0.5% up N
RWY 16: Pole. **RWY 34:** Trees.
AIRPORT REMARKS: Attended Sat 1400–2300Z‡, Sun 1500–2200Z‡, Oct–May, Mon–Fri 1400–2300Z‡, June-Sep, Mon–Fri 1400–0100Z‡. CAUTION: Deer on and invof arpt. Ultralight activity on and invof arpt. MIRL Rwy 07–25 preset on low ints, to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25 and MIRL Rwy 16–34—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (715) 539–8422.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 344° 21.8 NM to fld. 1205/2E.
NDB (MHW) 257 RRL N45°11.92′ W89°42.26′ at fld. NOTAM FILE RRL. NDB unusable byd 12 NM.

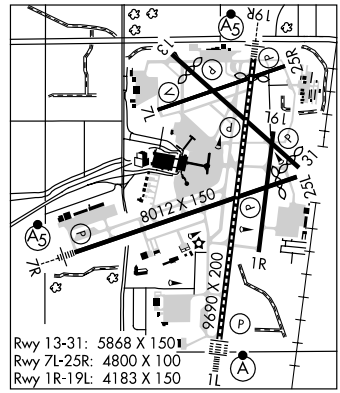
MIDDLETON MUNI–MOREY FLD (C29) 5 NW UTC−6(−5DT) N43°06.86′ W89°31.89′ **CHICAGO**
928 B S4 **FUEL** 100LL, JET A TPA—1928(1000) NOTAM FILE GRB **L–28G**
RWY 10–28: H4000X100 (ASPH) MIRL **IAP**
RWY 10: REIL PAPI(P2L)—GA 4.0° TCH 32′. Trees. **RWY 28:** REIL. PAPI(P2L)—GA 4.0° TCH 36′. Pole.
RWY 01–19: 2000X120 (TURF)
AIRPORT REMARKS: Attended 1400–2330Z‡. Birds on and invof arpt; especially during rainy periods. 135′ crane ¼ mile east 1900–0400Z‡, 240′ crane ½ mile from AER 28 SR–SS, 230′ crane 1 mile SE AER 28 and 240′ crane 2.2 miles SW. Crane 80′ AGL ¼ SM E of AER, unlgtd/unflagged. Avoid noise sensitive area 1 mile SW. Ctc arpt manager at 608–836–1711 for noise abatement procedures. ACTIVATE MIRL Rwy 10–28 and REIL Rwy 10 and Rwy 28—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
GCO 121.725 (FLIGHT SERVICES and MADISON APP CON)
RADIO AIDS TO NAVIGATION: NOTAM FILE MSN.
MADISON (L) VORTACW 108.6 MSN Chan 23 N43°08.69′ W89°20.38′ 255° 8.6 NM to fld. 860/3E.
ILS/DME 110.35 I–CFQ Chan 40(Y) Rwy 10.

MILWAUKEE N42°56.82′ W87°53.82′ **CHICAGO**
RCO 122.65 122.4 (GREEN BAY RADIO) Unusable byd 30 NM blo 3000′. **L–28H, A**

MILWAUKEE

GENERAL MITCHELL INTL (MKE) 5 S UTC−6(−5DT) N42°56.83′ W87°53.80′ **CHICAGO**
723 B S4 **FUEL** 100LL, JET A OX 1 LRA ARFF Index—See Remarks **H–5E, L–28H, A**
NOTAM FILE MKE **IAP, AD**

RWY 01L–19R: H9690X200 (ASPH–CONC–GRVD) S–100, D–185, ST–175, DT–350 HIRL, CL
RWY 01L: ALSF2, TDZL. PAPI(P4R)—GA 3.0° TCH 65′. Tree. 0.6% down.
RWY 19R: MALSR. PAPI(P4R)—GA 3.0°TCH 68′. Thld dsplcd 785′. Fence.
RWY 07R–25L: H8012X150 (ASPH–CONC–GRVD) S–100, D–185, ST–175, DT–350 HIRL
RWY 07R: MALSR. PAPI(P4L)—GA 3.0°TCH 56′. Tree. 0.9% down.
RWY 25L: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Thld dsplcd 683′. Pole. 0.4% up.
RWY 13–31: H5868X150 (CONC) S–80, D–110, ST–139, DT–170. MIRL
RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 54′. Thld dsplcd 741′. Pole.
RWY 31: REIL. PAPI(P4R)—GA 3.0° TCH 55′. Thld dsplcd 534′. Railroad.
RWY 07L–25R: H4800X100 (ASPH) S–30, D–35, DT–55 MIRL
RWY 07L: REIL. VASI(V4L)—GA 3.1° TCH 37′. Tree.
RWY 25R: REIL. PAPI(P4R)—GA 3.0° TCH 40′. Pole.
RWY 01R–19L: H4183X150 (CONC) S–85, D–115, ST–146, DT–180 MIRL
RWY 01R: REIL. **RWY 19L:** Tree.



AIRPORT REMARKS: Attended continuously. Rwy 07L–25R CLOSED to all jet acft and acft design group BIII and larger. Rwy 13–31 CLOSED turbojet acft without PPR from airport manager —call 414–747–5325. Rwy 01R CLOSED turbo jet tkf. Rwy 13–31 and Rwy 01R–19L and Rwy 07L–25R CLOSED except light weight single engine acft 0400–1200Z‡ daily. Rwy 07L–25R no acft 65,000 lbs or greater taxi between Twy C and Twy E. All approaches are over noise sensitive areas; all turbojet acft should refrain from conducting multi VFR tfc pattern apchs and departures without prior approval from arpt manager call 414–747–5325. Training flights involving successive use of any rwy prohibited 0400–1200Z‡. Acft with wingspan greater than 158′ cannot pass simultaneously on Twy A and Twy B between Twy R and Twy A3. Class I ARFF Index C. Index D equipment avbl upon req. Preferred usage by acft between 0400–1200Z‡ is tkf Rwy 19R and ldg Rwy 01L. ASDE–X surveillance system in use: pilots should operate transponders with mode C on all twys and rwys. Birds on and invof arpt. Rwy 07L–25R and Rwy 01R–19L and Twy H, Twy J, Twy P not authorized under FAR Part 139 for scheduled ops involving air carrier acft designed for 10 or more passenger seats and scheduled/unscheduled air carrier ops involving acft designed for 31 or more passenger seats. Twy R3 clsd west of Twy R. Acft taxiing for departure on Rwy 25L via either Twy M or Rwy 13–31 should remain vigilant for the location of holding position signs/markings for Rwy 25L. Twy A clsd from Twy R to E and Twy E clsd from Twy T to M and Twy T clsd from Rwy 07R–25L to Twy E to DC10, B747, C–5 and MD11 during CAT II and CAT III ops. Twy B closed between Twy R and Twy A1 to DC8 acft and larger without prior permission from arpt manager at 414–747–5235. Twy D, D1, H, J, F (west of Twy Z and east of Rwy 01L–19R) closed to DC–9 acft and larger without PPR call arpt manager 414–747–5325. Twy V avbl for all type acft with 8450′ avbl. Flight Notification Service (ADCUS) avbl. NOTE: See Special Notices Section–Intersection Departures During Period of Darkness.

WEATHER DATA SOURCES: ASOS (414) 769–7161. TDWR.

COMMUNICATIONS: D–ATIS 126.4 **UNICOM** 122.95
MILWAUKEE RCO 122.65 122.4 (GREEN BAY RADIO) Unusable byd 30 NM blo 3000′.
Ⓡ **MILWAUKEE APP CON** 127.85 127.0 126.5 (A) 118.0 (B) Ⓡ **MILWAUKEE DEP CON** 127.0 125.35 (A) 119.65 (B)
MILWAUKEE TOWER 119.1 **GND CON** 121.8 **CLNC DEL** 120.8

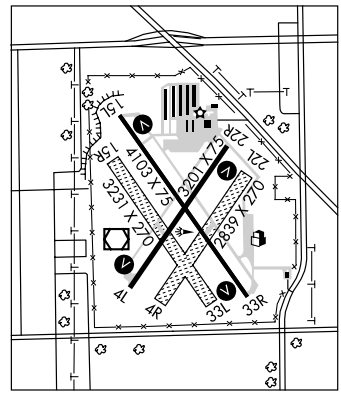
AIRSPACE: CLASS C svc continuous ctc **APP CON**

RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 119° 19.9 NM to fld. 1080/2E. **HIWAS.**
YANKS NDB (MHW/LOM) 260 BL N43°03.60′ W87°52.61′ 189° 6.8 NM to fld. Unmonitored.
TEELS NDB (MH/LOM) 242 GM N42°54.54′ W88°02.46′ 072° 6.8 NM to fld. Unmonitored.
CAPPY NDB (LOM) 410 MK N42°50.38′ W87°54.78′ 008° 6.5 NM to fld.
ILS 110.3 I–MKE Rwy 01L. Class IIIE. LOM CAPPY NDB. MM unmonitored.
ILS/DME 111.5 I–GMF Chan 52 Rwy 07R. Class IE. LOM TEELS NDB.
ILS 110.3 I–BLY Rwy 19R. Class IE. LOM YANKS NDB.
ILS/DME 111.5 I–PXY Chan 52 Rwy 25L.

COMM/NAV/WEATHER REMARKS: APP/DEP CON: (A) West of 01L–19R extended LOC course of active rwy and north of Rwy 07R–25L extended course of active rwy. (B) East of Rwy 01L–19R extended LOC course of active rwy and south of Rwy 07R–25L extended course of active rwy.

LAWRENCE J. TIMMERMAN (MWC) 5 NW UTC−6(−5DT) N43°06.62′ W88°02.07′ **CHICAGO**
745 B S4 **FUEL** 100, JET A OX 1, 2 TPA—1745(1000) NOTAM FILE MWC **L–28H, A**
IAP, AD

RWY 15L–33R: H4103X75 (ASPH) S–30 MIRL
RWY 15L: REIL. VASI(V4L)—GA 3.0° TCH 41′. Tree.
RWY 33R: VASI(V4L)—GA 3.0° TCH 26′. Tree.
RWY 15R–33L: 3231X270 (TURF)
RWY 15R: Tree. **RWY 33L:** Tree.
RWY 04L–22R: H3201X75 (ASPH) S–30 MIRL
RWY 04L: REIL. VASI(V4L)—GA 4.0° TCH 44′. Tree.
RWY 22R: REIL. VASI(V4L)—GA 3.0° TCH 36′. Tree.
RWY 04R–22L: 2839X270 (TURF)
RWY 04R: Tree. **RWY 22L:** Trees.



AIRPORT REMARKS: Attended May–Sep 1300–0400Z‡, Oct–Apr 1300–0300Z‡. Birds on and invof arpt. Turf Rwys 04R–22L, Rwy 15R–33L and all turf twys clsd 15 Oct–1 May. When twr clsd, ACTIVATE MIRL Rwy 04L–22R, VASI and REIL Rwys 04L and 22R, MIRL Rwy 15L–33R, VASI Rwys 15L and 33R, and REIL Rwy 15L—CTAF.
WEATHER DATA SOURCES: AWOS–3 (414) 461–2954. LAWRS.
COMMUNICATIONS: CTAF 120.5 **ATIS** 128.3 **UNICOM** 122.95
TIMMERMAN RCO 123.6R 112.5T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 128.7 (North)
TIMMERMAN TOWER 120.5 (1300–0300Z‡) **GND CON** 121.7 **CLNC DEL** 121.7 (when Twr clsd)
AIRSPACE: CLASS D svc 1300–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MWC.
TIMMERMAN (L) VOR/DME 112.5 LJT Chan 72 N43°06.59′ W88°02.24′ at fld. 737/2W.
ILS 108.5 I–MWC Rwy 15L. LOC only. Unmonitored when twr clsd.

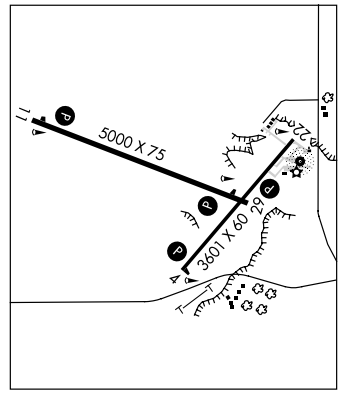
MINDI N44°00.24′ W91°15.65′ NOTAM FILE LSE. **CHICAGO**
NDB (LOM) 272 LS 177° 7.5 NM to La Crosse Muni.

MINERAL POINT N42°53.28′ W90°13.59′ NOTAM FILE MRJ. **CHICAGO**
NDB (MHW) 365 MRJ at Iowa Co. **L–28G**

MINERAL POINT

IOWA CO (MRJ) 3 NW UTC−6(−5DT) N42°53.21′ W90°14.18′ **CHICAGO**
1171 B S4 **FUEL** 100LL, JET A OX 4 NOTAM FILE MRJ **H–5D, L–28G**
IAP

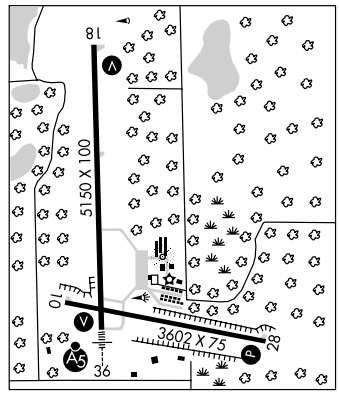
RWY 11–29: H5000X75 (ASPH) MIRL 0.7% up SE
RWY 11: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 29: REIL. PAPI(P2L)—GA 3.0° TCH 40′.
RWY 04–22: H3601X60 (ASPH) S–12.5 MIRL
RWY 04: PAPI(P2L)—GA 3.0° TCH 31′. Road.
RWY 22: PAPI(P2L)—GA 3.0° TCH 31′.



AIRPORT REMARKS: Attended Mon–Fri 1400–2300Z‡, Sat 1400–1800Z‡, Sun on call. For attendant call 608–553–7571 or 608–341–8455. Fuel avbl 24 hour self service. Call pager 608–376–4464 or self service. For service information call 608–987–9931/608–574–2294. Birds on and invof of arpt. Be alert: Acft taxiing on Rwys 04–22 and 11–29. For noise abatement preferred no wind rwy is Rwy 29. Rwy 22 VASI OTS indef. MIRL Rwy 11–29 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04, Rwy 22, Rwy 11 and Rwy 29, REIL Rwy 11 and Rwy 29—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.525 (608) 987–2157.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 191° 24.9 NM to fld. 1184/0E.
HIWAS.
MINERAL POINT NDB (MHW) 365 MRJ N42°53.28′ W90°13.59′ at fld. NOTAM FILE MRJ.

MINOCQUA–WOODRUFF

LAKELAND/NOBLE F LEE MEML FLD (ARV) 3 NW UTC−6(−5DT) N45°55.68′ W89°43.86′ **GREEN BAY**
1629 B S2 **FUEL** 100LL, JET A1 + TPA—2629(1000) NOTAM FILE ARV **H–2J, L–14J**
RWY 18–36: H5150X100 (ASPH) S–90, D–150 HIRL (NSTD). **IAP**
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 44′.
RWY 36: MALSR. REIL. VASI(V4L)—GA 3.0° TCH 45′. Trees.
RWY 10–28: H3602X75 (ASPH) S–35 MIRL
RWY 10: Trees.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 37′. Trees.
AIRPORT REMARKS: Attended Oct–May 1400–2300Z‡, Jun–Sep 1300–0000Z‡. For attendant other hrs call 715–356–3891 or 715–356–2972. Deer on and invof arpt. HIRL Rwy 18–36 preset on low ints, to increase ints and ACTIVATE MIRL Rwy 10–28; REIL Rwy 18, Rwy 28 and Rwy 36; VASI Rwy 18; Rwy 36; PAPI Rwy 28 and MALSR Rwy 36—CTAF. Rwy 18–36 NSTD HIRL; NSTD thld lgts MALS type thld lgt bar in addition to standard lighting.
WEATHER DATA SOURCES: AWOS–3 121.125 (715) 356–2417.
COMMUNICATIONS: CTAF/UNICOM 122.7
WOODRUFF RCO 122.6 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 325° 21.1 NM to fld. 1590/2E. **HIWAS.**
ARBOR VITAE NDB (MHW) 221 ARV N45°55.57′ W89°43.76′ at fld. NOTAM FILE ARV.
DOUGY NDB (MHW/LOM) 236 DO N45°50.07′ W89°43.83′ 001° 5.6 NM to fld. NDB unmonitored.
ILS/DME 111.7 I–DOF Chan 54 Rwy 36. LOM DOUGY NDB. LOC only. LOC/DME unmonitored.



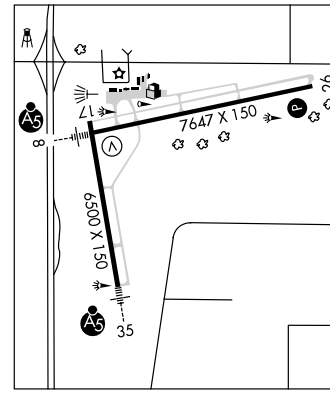
MONAH N43°03.76′ W89°20.75′ NOTAM FILE MSN. **CHICAGO**
NDB (MHW/LOM) 400 MS 005° 4.6 NM to Dane Co Rgnl–Truax Fld. Unmonitored when twr clsd. **L–28H**

MONROE MUNI (EFT) 3 NE UTC−6(−5DT) N42°36.89′ W89°35.42′ **CHICAGO**
1086 B S4 **FUEL** 100LL, JET A NOTAM FILE EFT **H–5D, L–28G**
RWY 12–30: H5000X75 (ASPH–AFSC) S–12.5 MIRL **IAP**
RWY 12: REIL. PAPI(P2L)—GA 3.15° TCH 40′. Tree. **RWY 30:** REIL. PAPI(P2L)—GA 3.0° TCH 30′. Tree.
RWY 02–20: H3000X75 (ASPH) MIRL 0.9% up N
RWY 02: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Tree. **RWY 20:** REIL. Tree.
AIRPORT REMARKS: Attended Apr–Oct 1300–2300Z‡, Nov–Mar 1400–2200Z‡. For attendant after hrs call 608–329–7777. Ultralight activity on and invof arpt. MIRL Rwy 12–30 ops low ints, to increase ints and ACTIVATE REIL Rwys 12 and 30 and Rwys 02 and 20 and PAPI Rwys 02 and 30 and MIRL Rwy 02–20—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.375 (608) 328–8359.
COMMUNICATIONS: CTAF/UNICOM 123.05
Ⓡ **ROCKFORD APP/DEP CON** 126.0
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE FEP.
JANESVILLE (L) VOR/DME 114.3 JVL Chan 90 N42°33.48′ W89°06.32′ 276° 21.8 NM to fld. 931/3E. **HIWAS.**

MOSINEE N44°46.93′ W89°39.56′ **GREEN BAY**
RCO 122.525 (GREEN BAY RADIO). **H–2J, L–14J**

MOSINEE

CENTRAL WISCONSIN (CWA) 3 SE UTC−6(−5DT) N44°46.66′ W89°40.01′ **GREEN BAY**
1277 B S4 **FUEL** 100LL, JET A OX 1 Class I, ARFF Index A NOTAM FILE CWA **H–2J, L–14J**
RWY 08–26: H7647X150 (CONC–GRVD) S–95, D–160, ST–175, DT–270 HIRL **IAP, AD**
RWY 08: MALSR. **RWY 26:** REIL. PAPI(P4L)—GA 3.0° TCH 49′.
RWY 17–35: H6500X150 (CONC—GRVD) S–75, D–105, ST–133, DT–180 HIRL 0.7% up N
RWY 17: REIL. VASI(V4L)—GA 3.0° TCH 42′. **RWY 35:** MALSR.



LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 26	17–35	7300
RWY 35	08–26	5000

RUNWAY DECLARED DISTANCE INFORMATION
RWY 08: TORA–7647 TODA–7647 ASDA–7647 LDA–7647
RWY 17: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
RWY 26: TORA–7647 TODA–7647 ASDA–7647 LDA–7647
RWY 35: TORA–6500 TODA–6500 ASDA–6500 LDA–6500
AIRPORT REMARKS: Attended 1100–0300Z‡. 48 hr PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 715–693–2147. Twy E; north of Twy C is not avbl for air carrier ops over 60000 pounds. When twr closed ACTIVATE MALSR Rwy 08 and Rwy 35—CTAF. ACTIVATE HIRL Rwys 17–35, Rwy 08–26, and PAPI Rwy 26—CTAF. VASI Rwy 17 operates 24 hrs. Rwy 17 REIL OTS indef. Lnd fee for acft providing commercial svs.
WEATHER DATA SOURCES: AWOS–3 127.45 (715) 693–1116
COMMUNICATIONS: CTAF 119.75 **ATIS** 127.45 **UNICOM** 122.95
MOSINEE RCO 122.525 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
CWA TOWER 119.75 (1200–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
WAUSAU (L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 218° 5.4 NM to or fld. 1205/2E.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 339° 15.2 NM to fld. 1110/2E. NOTAM FILE STE. **HIWAS.**
BAYYE NDB (LOM) 351 PH N44°40.59′ W89°38.88′ 353° 6.1 NM to fld.
DANCI NDB (LOM) 275 CW N44°45.62′ W89°47.35′ 079° 5.3 NM to fld.
ILS/DME 110.3 I–CWA Chan 40 Rwy 08. Class IA. LOM DANCI NDB.
ILS/DME 110.9 I–PHS Chan 46 Rwy 35. Class IE. LOM BAYYE NDB.

NECEDAH (DAF) 1 NW UTC−6(−5DT) N44°02.01′ W90°05.11′ **GREEN BAY**
919 B S2 TPA—1919(1000) NOTAM FILE GRB **L–28G**
RWY 18–36: H2700X60 (ASPH) LIRL 0.3% up S **IAP**
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. During winter months call 608–565–7248 before ldg to determine status. ACTIVATE LIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.7
Ⓡ **VOLK APP/DEP CON** 135.25 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 219° 38.8 NM to fld. 1110/2E. **HIWAS.**

NEENAH

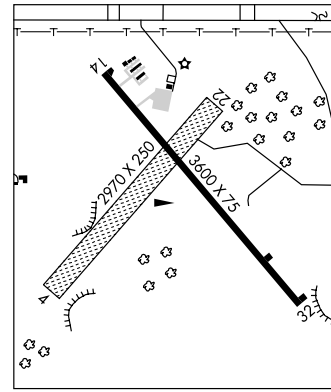
BRENNAND (79C) 4 SW UTC−6(−5DT) N44°09.60′ W88°33.57′ **GREEN BAY**
850 S4 **FUEL** 100LL NOTAM FILE GRB
RWY 18–36: H2450X20 (ASPH) LIRL(NSTD)
RWY 18: Thld dspld 188′. Trees. **RWY 36:** Thld dsplcd 275′.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat 1400–1800Z‡. Call 920–475–6179 for repair. Rwy 18–36 has 2 flashing lgts 75′ N of Rwy 18 thld and 15′ S of Rwy 36 thld. Rwy 18–36 NSTD LIRL 1 thld lgt each side of thld. Rwy 18 and Rwy 36 white bar and centerline. ACTIVATE NSTD LIRL Rwy 18–36 5 clicks on 8 clicks off—CTAF.
COMMUNICATIONS: CTAF 122.9

NEILLSVILLE MUNI (VIQ) 3 E UTC−6(−5DT) N44°33.49′ W90°30.73′ GREEN BAY
1237 B S2 **FUEL** 100LL, MOGAS NOTAM FILE GRB L–14I
RWY 09–27: H3400X60 (ASPH) S–12 LIRL 0.9% up E IAP
RWY 09: VASI(V2L)—GA 3.0° TCH 31′. Tree. **RWY 27:** VASI(V2L)—GA 3.5° TCH 25′. Tree.
AIRPORT REMARKS: Attended 1400–2300Z‡. Fuel avbl PPR, call 715–743–4400. PPR for hangar space call 715–743–4400. Rotating bcn OTS indef. LIRL Rwy 09–27 ops low ints, to increase ints and ACTIVATE VASI Rwys 09 and 27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 273° 42.1 NM to fld. 1110/2E. HIWAS.
NDB (MHW) 368 VIQ N44°33.43′ W90°30.91′ at fld. Unmonitored. NOTAM FILE GRB.

NEPCO N44°15.59′ W89°53.27′ NOTAM FILE ISW. GREEN BAY
NDB (LOM) 326 EK 020° 6.4 NM to Alexander Fld South Wood Co. Unmonitored.

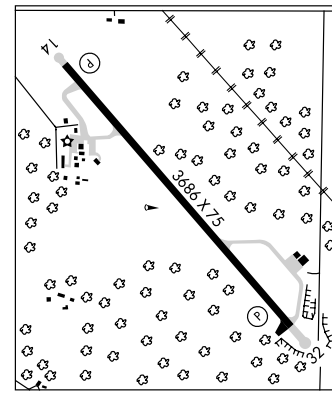
NEST OF EAGLES (See SPOONER)

NEW HOLSTEIN MUNI (8D1) 1 W UTC−6(−5DT) N43°56.66′ W88°06.81′ CHICAGO
992 B S4 **FUEL** 100LL TPA—1792(800) NOTAM FILE GRB L–28H
RWY 14–32: H3600X75 (ASPH) S–20 MIRL IAP
RWY 14: REIL(NSTD). Road. **RWY 32:** REIL(NSTD). Ground.
RWY 04–22: 2970X250 (TURF)
RWY 04: Tree. **RWY 22:** Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1500–2300Z‡. Rwy 04–22 CLOSED Nov 1 thru May 1. Numerous birds invof arpt. ACTIVATE MIRL Rwy 14–32 and REILS Rwy 14 and Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 096° 19.4 NM to fld. 780/2E.



NEW LISBON

MAUSTON–NEW LISBON UNION (82C) 3 SE UTC−6(−5DT) N43°50.32′ W90°08.26′ CHICAGO
906 B S2 **FUEL** 100LL, JET A NOTAM FILE GRB L–28G
RWY 14–32: H3686X75 (ASPH) MIRL IAP
RWY 14: PAPI(P2L)—GA 3.5° TCH 30′. Road.
RWY 32: PAPI(P2L)—GA 4.0° TCH 26′. Trees.
AIRPORT REMARKS: Unattended. For fuel and repairs ctc 608–562–3374. Deer on and invof arpt. Rwy 14–32 298′ paved stopway SE end. Rwy 14 PAPI OTS indef. ACTIVATE MIRL Rwy 14–32—122.8.
COMMUNICATIONS: CTAF 122.9
VOLK APP/DEP CON 135.25 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 314° 23.7 NM to fld. 1020/3E.



NEW RICHMOND RGNL (RNH) 2 N UTC−6(−5DT) N45°08.87′ W92°32.35′ **GREEN BAY**
998 B S4 **FUEL** 100LL, JET A OX 4 TPA–1998(1000) NOTAM FILE RNH **H–2I, L–14I, A**
RWY 14–32: H5507X75 (ASPH) S–12 MIRL **IAP**
RWY 14: REIL. PAPI(P4L)—GA 3.0° TCH 40′. **RWY 32:** REIL. PAPI(P4L)—GA 3.0° TCH 20′. Pole.
RWY 04–22: 2050X75 (TURF) 0.3% up NE
AIRPORT REMARKS: Attended continuously. 24 hr self fuel avbl for credit card users or call 715–246–7251. Seaplane tfc adjacent to S side of arpt. Deer and birds on and invof arpt. Aerobatic practice area 4NM NE of arpt. Ultralight activity on and invof arpt. Turbo–jet touch and go not authorized. Bright lgts from ball fields ½ mile S during evenings May thru Sep. Rwy 04–22 open to ski equipped acft winter months. Rwy distance markers on Rwy 14. Automobile and pedestrian access onto arpt property restricted by security fencing and gates from 0400–1200Z‡. Contact arpt manager 715–246–7735 for access instructions. Rwy 32 VASI unusable byd 4° right of course. MIRL Rwy 14–32 preset on low inst; to increase ints and ACTIVATE PAPI and REIL Rwys 14 and 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (715) 246–3202.
COMMUNICATIONS: CTAF/UNICOM 122.975
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2
GCO 121.725 (MINNEAPOLIS APP CON and FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 084° 35.4 NM to fld. 877/6E.
HIWAS.
NDB (MHW) 257 RNH N45°08.84′ W92°32.01′ at fld. NOTAM FILE RNH.

NORTH COUNTRY SPB (See SOLON SPRINGS)

OCONTO N44°52.55′ W87°54.74′ NOTAM FILE GRB. **GREEN BAY**
NDB (MHW) 388 OCQ at J. Douglas Bake Meml. NDB unusable 220°–360°. **L–31A**

OCONTO

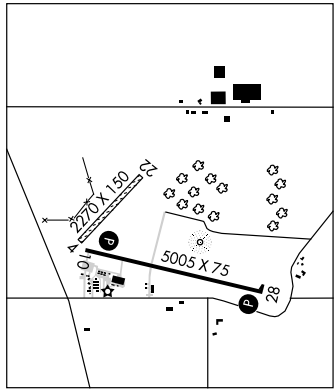
J. DOUGLAS BAKE MEML (OCQ) 2 SW UTC−6(−5DT) N44°52.45′ W87°54.58′ **GREEN BAY**
604 B **FUEL** 100LL NOTAM FILE GRB **L–31A**
RWY 11–29: H3199X75 (ASPH) S–40, D–55, DT–90 MIRL **IAP**
RWY 11: REIL. Tree. **RWY 29:** Trees.
RWY 04–22: 1845X150 (TURF)
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Attended 1400–2000Z‡. 24 hour fuel avbl. Migratory waterfowl on and invof arpt. Confirm winter rwy conditions and snow removal with arpt manager 920–834–7727. Rwy 04–22 not plowed Nov–Apr. ACTIVATE MIRL Rwy 11–29—122.8. Rwy 11 REIL OTS indef. Rwy 04–22 thlds marked with white cones.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GREEN BAY APP/DEP CON** 119.5 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 031° 22.7 NM to fld. 767/1E.
HIWAS.
OCONTO NDB (MHW) 388 OCQ N44°52.55′ W87°54.74′ at fld. NDB unusable 220°–360°.

SWEETWATER BAY SPB (3ØW) 6 NE UTC−6(−5DT) N44°57.12′ W87°48.51′ **GREEN BAY**
579 NOTAM FILE GRB
WATERWAY ALL WAY: 10000X250 (WATER)
SEAPLANE REMARKS: Attended irregularly. Apch from the W or NW over western shoreline; trees up to 85′ along shoreline.
COMMUNICATIONS: CTAF 122.9

OSCEOLA

L.O. SIMENSTAD MUNI (OEO) 0 SE UTC−6(−5DT) N45°18.57′ W92°41.40′ **GREEN BAY**
903 B S4 **FUEL** 100LL, JET A TPA—1903(1000) NOTAM FILE GRB **H–2I, L–14I, A**
IAP

RWY 10–28: H5005X75 (ASPH) S–20, D–30 MIRL 0.4% up E
RWY 10: PAPI(P2L)—GA 3.0° TCH 35′. Road.
RWY 28: REIL. PAPI(P4L)—GA 3.0° TCH 37′.
RWY 04–22: 2270X150 (TURF) 0.3% up SW



AIRPORT REMARKS: Attended Apr–Oct 1500–2200Z‡, Nov–Mar irregularly. Self svc fuel avbl 24 hrs. Extensive flight training, glider and ultralight. Deer and birds on and invof arpt. PAEW on and adjacent to arpt sfcs. Rwy 04–22 CLOSED 1 Dec–15 Apr. Rwy 04–22 CLOSED to wheeled acft when covered with snow or ice; open to ski equipped acft during winter months. Ctc arpt manager 612–327–3297. Avoid overflight of St. Croix River National Scenic Bi–way blo 2000′ AGL. MIRL Rwy 10–28 preset on low ints dusk to dawn to incr ints ACTIVATE PAPI Rwy 10 and Rwy 28 and REIL Rwy 28—CTAF. Reflectors on twy. Rwy 04–22 marked with yellow cones.

WEATHER DATA SOURCES: AWOS–3 119.925 (715) 294–3845. Wind unreliable.

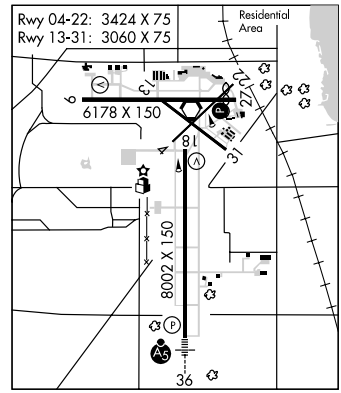
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS APP/DEP CON** 121.2.
GCO 121.725 (MINNEAPOLIS CLNC and FLIGHT SERVICES)

RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
GOPHER (H) VORTACW 117.3 GEP Chan 120 N45°08.74′ W93°22.39′ 065° 30.6 NM to fld. 877/6E.
HIWAS.

OSHKOSH N43°59.43′ W88°33.36′ NOTAM FILE OSH. **CHICAGO**
(L) VORTAC 111.8 OSH Chan 55 at Wittman Rgnl. 780/2E. **L–28H**
RCO 122.25 122.1R 111.8T (GREEN BAY RADIO)

OSHKOSH

WITTMAN RGNL (OSH) 2 S UTC−6(−5DT) N43°59.06′ W88°33.42′ **CHICAGO**
808 B S4 **FUEL** 100LL, JET A OX 1, 2 TPA—1808(1000) NOTAM FILE OSH **H–2J, L–28H**
RWY 18–36: H8002X150 (CONC–GRVD) S–65, D–85, ST–107, DT–130 HIRL **IAP, AD**
RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 47′.
RWY 36: MALSR. PAPI(P4L)—GA 3.0° TCH 52′. 0.3% down.
RWY 09–27: H6178X150 (ASPH–GRVD) S–75, D–125, ST–159, DT–185 HIRL 0.4% up W
RWY 09: REIL. VASI(V4L)—GA 3.0° TCH 50′. Pole.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Thld dsplcd 531′. Trees.
RWY 04–22: H3424X75 (ASPH) AUW–50 0.4% up SW
RWY 04: Pole. **RWY 22:** Pole.
RWY 13–31: H3060X75 (ASPH) AUW–50
RWY 31: Pole.

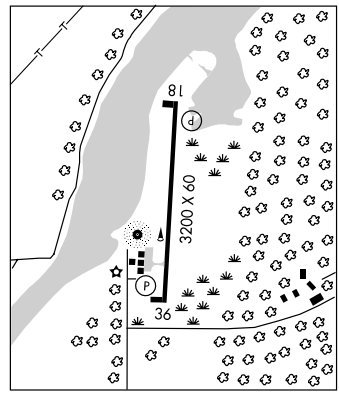


AIRPORT REMARKS: Attended 1300–0200Z‡. For arpt attendant other hrs call 920–236–7820. Birds on and invof arpt especially gulls. Rwy 13–31 and Rwy 04–22; Twys C; H and P not avbl to air carrier ops with more than 30 passenger seats. Rwy 13–31 and Rwy 04–22 have heavy cracking and vegetation growing through rwy surface, full length. Rwy 22 and Rwy 27 apch ends are closely aligned. Verify correct rwy and compass heading prior to departure. When twr clsd HIRL Rwy 09–27 preset on med ints; to increase ints and ACTIVATE HIRL Rwy 18–36; MALSR Rwy 36 and PAPI Rwy 27—CTAF.
WEATHER DATA SOURCES: ASOS (920) 426–1644. LAWRS.
COMMUNICATIONS: CTAF 118.5 **ATIS** 125.9 **UNICOM** 122.95
OSHKOSH RCO 122.25 122.1R 111.8T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
OSHKOSH TOWER 118.5 (1200–0400Z‡) **GND CON** 121.9
AIRSPACE: CLASS D svc 1200–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ at fld. 780/2E.
POBER NDB (LOM) 395 OS N43°52.43′ W88°33.46′ 358° 6.6 NM to fld. Unmonitored.
ILS 110.5 I–OSH Rwy 36 Class IT. LOM POBER NDB.
COMM/NAV/WEATHER REMARKS: LOC/GS unmonitored when twr clsd. LOM/OM unmonitored.

OUTAGAMIE CO (See APPLETON)

PALMYRA MUNI (88C) 0 NW UTC−6(−5DT) N42°53.01′ W88°35.85′ **CHICAGO**
851 S4 **FUEL** 100LL, MOGAS NOTAM FILE GRB
RWY 09–27: 2800X200 (TURF) LIRL
RWY 27: Tree.
AIRPORT REMARKS: Unattended. For fuel call 262–495–4342. Crane 190′ AGL 300′ south of AER 09 SR–SS. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09–27 marked by yellow cones.
COMMUNICATIONS CTAF 122.9

PARK FALLS MUNI (PKF) 2 NE UTC−6(−5DT) N45°57.30′ W90°25.47′ — GREEN BAY
1500 B **FUEL** 100LL, MOGAS NOTAM FILE GRB — L–14I
RWY 18–36: H3200X60 (ASPH) S–20 MIRL 0.3% up S — IAP
RWY 18: PAPI(P2L)—GA 3.0 TCH 29′. Trees.
RWY 36: PAPI(P2L)—GA 3.0 TCH 29′. Trees.
AIRPORT REMARKS: Attended irregularly. For fuel call 715–762–3971. PAEW on and adjacent to arpt sfcs. Rotating bcn OTS indef. Rwy 18–36 has loose snow over thin packed snow until spring. ACTIVATE MIRL Rwy 18–36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE IWD.
IRONWOOD (L) VORTACW 108.8 IWD Chan 25 N46°31.94′ W90°07.55′ 199° 36.8 NM to fld. 1230/1E. **HIWAS.**
NDB (MHW) 371 PKF N45°57.18′ W90°25.57′ at fld. NDB unmonitored. NOTAM FILE GRB.

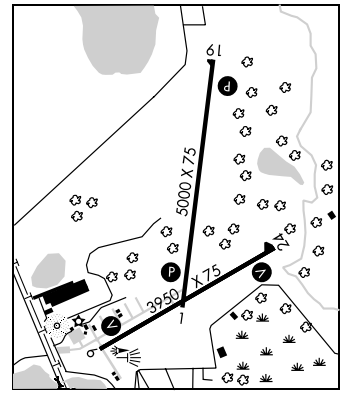


PASER N42°40.95′ W87°53.97′ NOTAM FILE RAC. — CHICAGO
NDB (MHW/LOM) 206 RA 041° 6.0 NM to John H. Batten. Unmonitored. NDB unusable byd 10 NM. — A

PHILLIPS N45°42.18′ W90°24.74′ NOTAM FILE PBH. — GREEN BAY
NDB (MHW) 263 PBH at Price Co. — L–14I
RCO 122.05 (GREEN BAY RADIO)

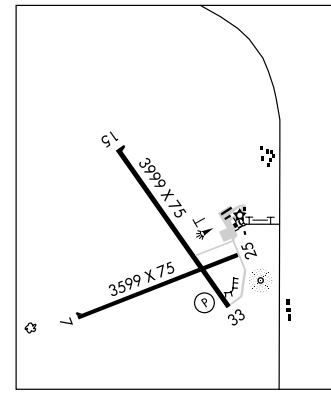
PHILLIPS

PRICE CO (PBH) 1 NW UTC−6(−5DT) N45°42.54′ W90°24.15′ — GREEN BAY
1497 B S4 **FUEL** 100LL, JET A, MOGAS NOTAM FILE PBH — H–2J, L–14I
RWY 01–19: H5000X75 (ASPH) D–60 MIRL 0.6% up N — IAP
Rwy 01: REIL. PAPI(P4L)—GA 3.0° TCH 35′.
RWY 19: REIL. PAPI(P4L)—GA 3.0° TCH 30′. Trees.
RWY 06–24: H3950X75 (ASPH) S–28, D–40 MIRL.
RWY 06: VASI(V2L)—GA 3.0° TCH 47′. Tree.
RWY 24: REIL. VASI(V2L)—GA 3.0° TCH 45′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat 1500–2230Z‡, Sun 1600–2230Z‡. Fuel avbl 24 hrs with credit card. Birds on and invof arpt. Rwy 19 PAPI OTS indef. ACTIVATE MIRL Rwy 06–24 and Rwy 01–19 and VASI Rwys 06 and 24; PAPI Rwy 01 and 19; REIL Rwy 01, Rwy 19 and Rwy 24—CTAF.
WEATHER DATA SOURCES: AWOS–3 125.875 (715) 339–4520.
COMMUNICATIONS: CTAF/UNICOM 122.8
PHILLIPS RCO 122.05 (GREEN BAY RADIO)
MINNEAPOLIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 275° 40 NM to fld. 1590/2E. **HIWAS.**
PHILLIPS NDB (MHW) 263 PBH N45°42.18′ W90°24.74′ at fld. NOTAM FILE PBH.



PISO (See SURING)

PLATTEVILLE MUNI (PVB) 3 SE UTC−6(−5DT) N42°41.36′ W90°26.66′ **CHICAGO**
1025 B **FUEL** 100LL, JET A NOTAM FILE GRB **L–28G**
RWY 15–33: H3999X75 (ASPH) S–12.5 MIRL **IAP**
RWY 15: REIL. **RWY 33:** REIL. PAPI(2PL)—GA 3.0° TCH 25′.
RWY 07–25: H3599X75 (ASPH) S–30, D–35 MIRL 0.6% up NE.
RWY 25: Road.
AIRPORT REMARKS: Attended Apr–Sep 1330–0130Z‡, Oct–Mar 1330–2330Z‡. 24 hr self svc fuel avbl with credit card. ACTIVATE MIRL Rwy 15–33 and Rwy 07–25; REIL Rwy 15 and Rwy 33—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.575 (609) 348–3637.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.5 (GREEN BAY RADIO).
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE DBQ.
DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09′ W90°42.54′ 030° 20.9 NM to fld. 1051/4E.
NDB (MHW) 203 PVB N42°41.27′ W90°26.18′ at fld. NOTAM FILE GRB.



POBER N43°52.43′ W88°33.44′ NOTAM FILE OSH. **CHICAGO**
NDB (LOM) 395 OS 358° 6.6 NM to Wittman Rgnl. Unmonitored.

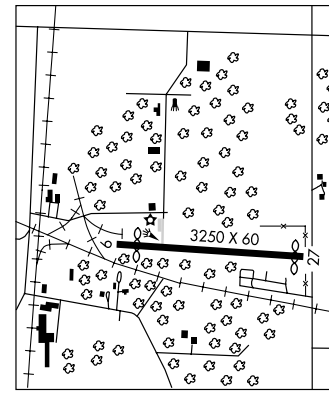
PORTAGE MUNI (C47) 2 NW UTC−6(−5DT) N43°33.62′ W89°28.97′ **CHICAGO**
825 B **FUEL** 100LL, MOGAS TPA—1825(1000) NOTAM FILE GRB **L–28G**
RWY 17–35: H3775X60 (ASPH) MIRL (NSTD) 0.3% up S **IAP**
RWY 17: REIL(NSTD). PVASI(PSIL). Thld dsplcd 103′. Road. **RWY 35:** Thld dsplcd 262′. Road.
RWY 04–22: H2560X40 (ASPH) 0.3% up SW
RWY 04: Thld dsplcd 60′. Road. **RWY 22:** Road.
AIRPORT REMARKS: Attended Mon–Fri 1400–2200Z‡, Sat–Sun 1600–2200Z‡. Fuel avbl 24 hrs with credit card. Rwy 04–22 CLOSED Nov 15 to Apr 15, rwy not plowed during winter. 115′ crane 200′ southwest Rwy intersection Mon–Thu 1900–0400Z‡. PAEW AER 04 indef. Numerous deer on and invof arpt. Rwy 04–22 severe cracking and plants growing thru pavement. P–line 110′ AGL 1580′ from dsplcd thld Rwy 35. Rwy 35 large hangars and trees 200′ W of rwy cause wind shear with strong NW winds. Rwy 17–35 NSTD MIRL. Rwy 17 first 100′ not lgtd; Rwy 35 first 193′ not lgtd. Rwy 04–22 marked with numbers only.
COMMUNICATIONS: CTAF/UNICOM 122.7
DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 120.1 (1200–0500Z‡) Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 084° 12.3 NM to fld. 1020/3E.

PRAIRIE DU CHIEN MUNI (PDC) 2 SE UTC−6(−5DT) N43°01.16′ W91°07.42′ **CHICAGO**
661 B **FUEL** 100LL, JET A TPA—1661(1000) NOTAM FILE PDC **H–5D, L–28G**
RWY 14–32: H5000X75 (ASPH) S–30, D–60 MIRL **IAP**
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28′. Pole. **RWY 32:** REIL. PAPI(P2L)—GA 4.0° TCH 30′. Trees.
RWY 11–29: H3999X75 (ASPH) S–24, D–40 MIRL
RWY 11: Stack. **RWY 29:** Trees.
AIRPORT REMARKS: Attended 1600–2200Z‡. Fuel 24 hr self svc. ACTIVATE MIRL Rwy 11–29, Rwy 14–32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.925 (608) 326–9122.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.25 (GREEN BAY RADIO).
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.95
RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.
WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81′ W91°32.24′ 126° 24 NM to fld. 1288/5E.

PRAIRIE DU SAC

SAUK–PRAIRIE (91C) 2 W UTC−6(−5DT) N43°17.87′ W89°45.35′ **CHICAGO**
832 B S4 NOTAM FILE GRB **L–28G**
RWY 18–36: H2936X3 (ASPH) LIRL 0.4% up N **IAP**
RWY 18: REIL(NSTD). **RWY 36:** REIL. Tree.
AIRPORT REMARKS: Unattended. Ultralight activity on and invof arpt. Maintenance vehicle tfc on and invof arpt. W ramp and twy pvt, clsd transient. ACTIVATE LIRL Rwy 18–36 and REIL Rwy 18 and Rwy 36—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 176° 15.2 NM to fld. 1020/3E.

PRENTICE (5N2) 1 E UTC−6(−5DT) N45°32.58′ W90°16.76′ **GREEN BAY**
1578 B NOTAM FILE GRB **L–14I**
RWY 09–27: H3250X60 (ASPH) MIRL
RWY 09: Thld dsplcd 350′. Railroad.
RWY 27: Thld dsplcd 120′. Tree.
AIRPORT REMARKS: Unattended. ACTIVATE twy and MIRL Rwy 09–27—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.0
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N43°38.03′ W89°27.47′ 259° 35 NM to fld. 1590/2E. **HIWAS.**



PRICE CO (See PHILLIPS)

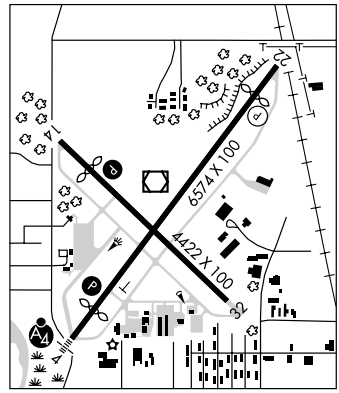
PULASKI

CARTER (92C) 2 S UTC−6(−5DT) N44°38.47′ W88°12.91′ **GREEN BAY**
785 S4 **FUEL** 100LL, MOGAS TPA—1585(800) NOTAM FILE GRB **L–31A**
RWY 12–30: H2555X30 (ASPH) LIRL (NSTD) 0.3% up NW **IAP**
RWY 12: Thld dsplcd 375′. Tree. **RWY 30:** Thld dsplcd 130′. Trees.
RWY 03–21: 1610X80 (TURF)
RWY 03: Road. **RWY 21:** Road.
AIRPORT REMARKS: Attended dalgt hrs. Parachute Jumping. Ultralight flying on and invof arpt. Rwy 12–30 large cracks in rwy. Limited line–of–sight between Rwy 03 and 12, Rwys 03 and 30. Rwy 12–30 NSTD LIRL, spaced every 300′. For NSTD LIRL Rwy 12–30 ACTIVATE 3 clicks on 5 clicks off—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **GREEN BAY APP CON** 119.4 (1130–0530Z‡) Ⓡ**GREEN BAY DEP CON** 126.55 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 349° 5.2 NM to fld. 767/1E. **HIWAS.**

QUAMS MARINA SPB (See STOUGHTON)

RACINE

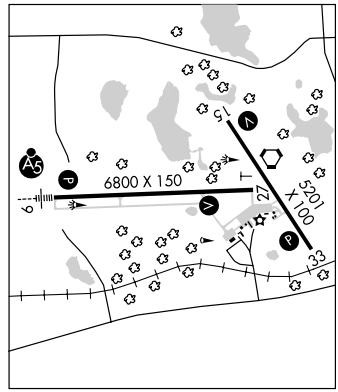
JOHN H. BATTEN (RAC) 2 NW UTC−6(−5DT) N42°45.67′ W87°48.84′ **CHICAGO**
674 B S2 **FUEL** 100LL, JET A LRA NOTAM FILE RAC **H–5E, L–28H, A**
RWY 04–22: H6574X100 (CONC–GRVD) S–50, D–65, ST–83 HIRL **IAP**
RWY 04: MALSF. REIL. PAPI(P4L). Thld dsplcd 734′. Road.
RWY 22: REIL. PAPI(P4L)—GA 3.0° TCH 46′. Thld dsplcd 390′. Railroad.
RWY 14–32: H4422X100 (ASPH) S–25, D–35 MIRL 0.4% up NW
RWY 14: REIL. PAPI(P4L). Thld dsplcd 806′. Road.
RWY 32: REIL. Tree.
AIRPORT REMARKS: Attended Mon–Fri 1300–2300Z‡, Sat–Sun 1400–2300Z‡. Migratory waterfowl on and invof arpt. PAEW AER 22. Rwy 22 REIL intermittent west side. ACTIVATE HIRL Rwy 04–22 and MIRL Rwy 14–32; PAPI Rwys 04 and 14; REIL Rwys 04; 22; 14 and 32; MALSF Rwy 04—CTAF. PAPI Rwy 22 opr 24 hrs. Flight Notification Service (ADCUS) avbl.
WEATHER DATA SOURCES: ASOS 117.7 HRK (262) 635–0959.
COMMUNICATIONS: CTAF/UNICOM 123.075
Ⓡ **MILWAUKEE APP/DEP CON** 120.15 (South) **CLNC DEL** 120.15
RADIO AIDS TO NAVIGATION: NOTAM FILE RAC.
HORLICK (T) VORW/DME 117.7 HRK Chan 124 N42°45.73′ W87°48.88′ at fld. 669/2W. **ASOS.**
PASER NDB (MHW/LOM) 206 RA N42°40.95′ W87°53.97′ 041° 6.0 NM to fld. Unmonitored.
NDB unusable byd 10 NM.
ILS 108.7 I–RAC Rwy 04 LOM PASER NDB. Unmonitored 0500–1200Z‡.
GS unusable blo 819′.



RED WING MUNI (See RED WING MUNI Minnesota)

REEDSBURG MUNI (C35) 1 E UTC−6(−5DT) N43°31.55′ W89°58.99′ **CHICAGO**
907 B S4 **FUEL** 100LL, JET A TPA—1907(1000) NOTAM FILE GRB **L–28G**
RWY 18–36: H4840X75 (ASPH) S–30 MIRL 0.5% up N **IAP**
RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Thld dsplcd 440′. Road.
RWY 36: REIL. Thld dsplcd 300′. Railroad.
RWY 07–25: H2510X50 (ASPH) S–30 MIRL 0.6% up NE
RWY 07: Thld dsplcd 230′. Road. **RWY 25:** Thld dsplcd 300′. Road.
AIRPORT REMARKS: Attended Jun–Aug 1400–0200Z‡, Sep–May 1400–2300Z‡. Deer on and invof arpt. 160′ crane E of AER 07 flagged/lgtd. MIRL Rwys 18–36 and 07–25 preset on low ints, to increase ints and ACTIVATE REIL Rwys 18 and 36 and PAPI Rwy 18—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
DELLS RCO 122.1R 117.0T (GREEN BAY RADIO)
Ⓡ **MADISON APP/DEP CON** 135.45 (1200–0500Z‡) **GCO** 121.725 (FLIGHT SERVICES)
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLL.
DELLS (H) VORTAC 117.0 DLL Chan 117 N43°33.05′ W89°45.82′ 258° 9.7 NM to fld. 1020/3E.

RHINELANDER–ONEIDA CO (RHI) 2 SW UTC−6(−5DT) N45°37.85′ W89°28.00′ **GREEN BAY**
1624 B S4 **FUEL** 100LL, JET A Class I, ARFF Index A NOTAM FILE RHI **H–2J, L–14J**
RWY 09–27: H6800X150 (CONC–GRVD) S–95, D–150, DT–235 HIRL 0.4% up W **IAP**
RWY 09: MALSR. PAPI(P4L)—GA 3.0° TCH 53′.
RWY 27: REIL. VASI(V4L)—GA 3.0° TCH 49′. Trees.
RWY 15–33: H5201X100 (ASPH) S–55, D–95, DT–160 HIRL
RWY 15: REIL. VASI(V4L)—GA 3.75° TCH 50′. Tree.
RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 25′.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 09: TORA–6799 TODA–6799 ASDA–6799 LDA–6799
RWY 27: TORA–6799 TODA–6799 ASDA–6799 LDA–6799
AIRPORT REMARKS: Attended Oct–Apr 1400–2300Z‡, May–Sep 1400–0100Z‡. Birds and coyote on and invof arpt. PPR for unscheduled air carrier opns with more than 9 passenger seats ctc arpt manager 715–365–3416 or 715–365–3419. Rwy 15 VASI OTS indef. HIRL Rwy 09–27 preset on low ints; to increase ints and ACTIVATE HIRL Rwy 15–33, PAPI Rwy 09, VASI Rwy 27, Rwy 15, PAPI Rwy 33; REIL Rwy 15, Rwy 33, and Rwy 27 and MALSR Rwy 09—CTAF.
WEATHER DATA SOURCES: ASOS 126.825 (715) 362–7980. **HIWAS** 109.2 RHI.
COMMUNICATIONS: CTAF/UNICOM 123.0
RCO 122.1R 109.2T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 133.65
AIRSPACE: CLASS E svc Mon–Fri 1200–0400Z‡, Sat 1200–0130Z‡, Sun 1600–0400Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
(L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ at fld. 1590/2E. **HIWAS.**
VOR portion unusable 310°–340° byd 20 NM blo 5000′. DME unusable byd 35 NM blo 3500′.
ARSHA NDB (LOM) 272 RH N45°37.69′ W89°37.13′ 087° 6.4 NM to fld.
ILS 111.3 I–RHI Rwy 09. Class IE. ILS unmonitored.



RICE LAKE RGNL–CARL'S FLD (RPD) 5 SW UTC−6(−5DT) N45°25.21′ W91°46.40′ **GREEN BAY**
1109 B S4 **FUEL** 100LL, JET A NOTAM FILE RPD **H–2I, L–14I**
RWY 01–19: H6700X100 (ASPH) S–30, D–30 MIRL **IAP**
RWY 01: MALSR. PAPI(P2L)—GA 3.0° TCH 38′. Thld dsplcd 200′. Rgt tfc.
RWY 19: REIL. PAPI(P2L)—GA 3.0° TCH 38′.
RWY 13–31: H3500X75 (ASPH) MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.15° TCH 41′. Trees. **RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 33′. Trees. Rgt tfc.
AIRPORT REMARKS: Attended 1200–0300Z‡. Rwy 19 PAPI OTS indef. MIRL Rwy 01–19 preset on low ints dusk–dawn, to increase ints and ACTIVATE REIL Rwy 01 and Rwy 19, PAPI Rwy 01 and Rwy 19 and MALSR Rwy 01—CTAF.
WEATHER DATA SOURCES AWOS–3 120.525 (715) 458–4481.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.3 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.3
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
(T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ at fld. 1092/1E. OTS indef.
DME unusable 050°–080° byd 20 NM blo 2800′.
WICKR NDB (LOM) 221 RP N45°19.05′ W91°48.17′ 010° 6.3 NM to fld.
ILS 108.3 I–RPD Rwy 01. LOM WICKR NDB. ILS unmonitored indef.

RICHARD I BONG (See SUPERIOR)

RICHLAND (See RICHLAND CENTER)

RICHLAND CENTER

RICHLAND (93C) 4 SE UTC−6(−5DT) N43°17.00′ W90°17.90′ **CHICAGO**
742 B **FUEL** 100LL NOTAM FILE GRB **L–28G**
RWY 17–35: H3200X60 (ASPH) S–12.5 MIRL 0.6% up N. **IAP**
RWY 17: REIL. PAPI(P2L)—GA 3.5° TCH 33′. Trees. **RWY 35:** REIL. PAPI(P2L)—GA 3.5° TCH 24′. Tree.
RWY 09–27: 1500X100 (TURF) 0.7% up E.
RWY 09: Road. **RWY 27:** Tree.
AIRPORT REMARKS: Attended irregularly. Call 608–647–8804 for fuel. Ultralight activity on and invof arpt. Deer on and invof arpt. Rwy 09–27 not plowed; confirm winter and spring rwy conditions with arpt manager 608–647–8804. Rwy 09–27 marked with white and orange panels. ACTIVATE MIRL Rwy 17–35, PAPI and REIL Rwys 17 and 35—CTAF.
COMMUNICATIONS: CTAF 122.9
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3
RADIO AIDS TO NAVIGATION: NOTAM FILE LNR.
LONE ROCK (L) VORW/DME 112.8 LNR Chan 75 N43°17.66′ W90°07.99′ 265° 7.3 NM to fld. 1184/0E.
HIWAS.

RIO

GILBERT FLD (94C) 1 W UTC−6(−5DT) N43°27.00′ W89°15.01′ **CHICAGO**
925 TPA—1925(1000) NOTAM FILE GRB
RWY 09–27: 1092X65 (TURF)
RWY 09: Trees. **RWY 27:** Trees.
AIRPORT REMARKS: Unattended. Confirm winter rwy conditions and snow removal call 920–429–3513. E twy CLOSED indef. Rwy 09–27 thlds marked with orange cones.
COMMUNICATIONS: CTAF 122.9

ROCHESTER

FOX RIVER (96C) 2 NW UTC−6(−5DT) N42°45.00′ W88°15.06′ **CHICAGO**
822 NOTAM FILE GRB
RWY 01–19: H2500X36 (ASPH)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200–2230Z‡. Rwy 01–19 rwy asph is 10′–15′ wider last 300′ each end.
COMMUNICATIONS: CTAF 122.9

ROCK RIVER N43°10.42′ W88°43.52′ NOTAM FILE RYV. **CHICAGO**
NDB (MHW) 371 RYV at Watertown Muni. NDB unmonitored 0500–1000Z‡. **L–28H**

RUSK CO (See LADYSMITH)

SAUK–PRAIRIE (See PRAIRIE DU SAC)

SAWYER CO (See HAYWARD)

SEELEY N46°06.73′ W91°23.08′ NOTAM FILE GRB. **GREEN BAY**
NDB (MHW) 344 SLY 205° 5.8 NM to Sawyer Co. **L–14I**
NDB unusable byd 15 NM.

SHAWANO MUNI (EZS) 1 NE UTC–6(–5DT) N44°47.24′ W88°33.60′ **GREEN BAY**
813 B S4 **FUEL** 100LL NOTAM FILE GRB **L–31A**
RWY 11–29: H3900X75 (ASPH) S–17 MIRL **IAP**
RWY 11: Road. **RWY 29:** Trees.
RWY 17–35: H2225X60 (ASPH) MIRL
RWY 17: Road. **RWY 35:** Trees.
AIRPORT REMARKS: Attended 1400Z‡–dusk. Waterfowl and deer on and invof arpt. ACTIVATE MIRL Rwys 11–29 and 17–35—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.65 (715) 526–2465.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **GREEN BAY APP/DEP CON** 119.4 (1130–0530Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 311° 20.9 NM to fld. 767/1E. **HIWAS.**

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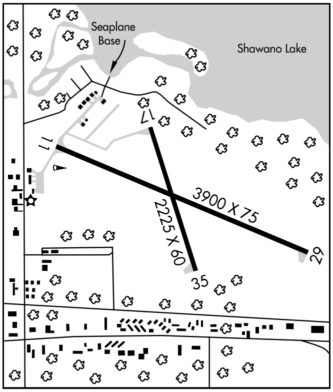
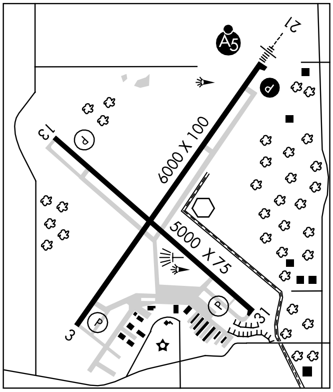
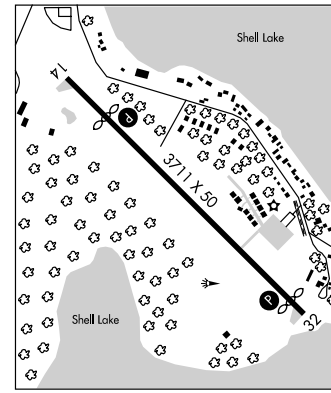
WATERWAY ALL WAY: 12,000X1000 (WATER)
SEAPLANE REMARKS: Seaplane waterway CLOSED early Nov to early May, call arpt manager 715–526–2465 for conditions. Rotating bcn located on arpt ½ mile SW of sealane. Seaplane base has floating tie downs and beaching ramp.



SHEBOYGAN CO MEML (SBM) 3 NW UTC–6(–5DT) N43°46.15′ W87°51.13′ **CHICAGO**
754 B S4 **FUEL** 100LL, JET A TPA—1554(800) NOTAM FILE SBM **H–2J, L–28H**
RWY 03–21: H6000X100 (CONC–GRVD) S–60, D–60 HIRL **IAP**
RWY 03: REIL. PAPI(P4R)—GA 3.0° TCH 52′. Trees.
RWY 21: MALSR. PAPI(P4L)—GA 3.0° TCH 43′.
RWY 13–31: H5000X75 (ASPH) S–23, D–32 MIRL 0.3% up NW
RWY 13: PAPI(P4L)–GA 3.0° TCH 40′. Trees.
RWY 31: PAPI(P4L)–GA 3.0° TCH 40′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1200Z‡–dusk, Sat–Sun dawn–dusk. Ultralight activity on and invof arpt. Waterfowl and deer on and invof arpt. Twy A clsd indef. Rwy 03 REIL OTS indef. Rwy 21 MALSR OTS indef. Rwy 13 PAPI OTS indef. For services call 920–467–6151–frequency 129.85 or 920–467–0370–frequency 131.35. HIRL Rwy 03–21 and MIRL Rwy 13–31 preset low ints, to increase ints and ACTIVATE PAPI Rwy 21; REIL Rwy 03 and MALSR Rwy 21—CTAF.
WEATHER DATA SOURCES: ASOS 110.0 FAH (920) 467–0744.
COMMUNICATIONS: CTAF/UNICOM 122.7
FALLS RCO 122.1R 110.0T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 127.0 **CLNC DEL** 127.375
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE OSH.
OSHKOSH (L) VORTAC 111.8 OSH Chan 55 N43°59.43′ W88°33.36′ 111° 33.3 NM to fld. 780/2E.
FALLS (L) VOR/DME 110.0 FAH Chan 37 N43°46.13′ W87°50.93′ at fld. 740/2W. NOTAM FILE SBM. **ASOS.**
ILS/DME 110.7 I–HEV Chan 44 Rwy 21.



SHELL LAKE MUNI (SSQ) 1 SE UTC−6(−5DT) N45°43.88′ W91°55.24′ **GREEN BAY**
1233 B NOTAM FILE GRB **L–14I**
RWY 14–32: H3711X50 (ASPH) MIRL **IAP**
RWY 14: PAPI(P2L)–GA 4.0° TCH 21′.Thld dsplcd 619′. Trees.
RWY 32: REIL. PAPI(P2L)–GA 3.0° TCH 21′. Thld dsplcd 211′. Boat.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 14: TORA–3711 TODA–3711 ASDA–3500 LDA–2881
RWY 32: TORA–3286 TODA–3711 ASDA–3711 LDA–3500
AIRPORT REMARKS: Unattended. Birds on and invof arpt. ACTIVATE MIRL Rwy 14–32; PAPI Rwy 14 and Rwy 32; REIL Rwy 32—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RICE LAKE RCO 122.3 (FLIGHT SERVICES)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 126.45
GCO 121.725 (GREEN BAY FSS)
RADIO AIDS TO NAVIGATION: NOTAM FILE RPD.
RICE LAKE (T) VORW/DME 110.0 RPD Chan 37 N45°24.91′ W91°46.68′ 341° 19.9 NM to fld. 1092/1E. OTS indef.

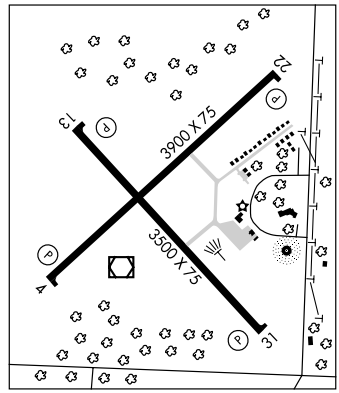


SHIOCTON (W34) 1 NE UTC−6(−5DT) N44°27.28′ W88°33.71′ **GREEN BAY**
769 NOTAM FILE GRB
RWY 18–36: 2340X110 (TURF)
RWY 18: REIL(NSTD). Trees. **RWY 36:** REIL(NSTD). Antenna.
RWY 09–27: 1415X110 (TURF)
RWY 09: Tree. **RWY 27:** Road.
AIRPORT REMARKS: Unattended. Arpt CLOSED 15 Mar–25 Apr. Parachute Jumping. Ultralight activity on and invof arpt. Deer activity on and invof arpt. Rwy 09–27 marked by orange and white barrels. Rwy 18–36 marked with orange and white barrels. Rwy 18–36 NSTD REIL; solar powered. Rwy 18–36 cones marking drain ditch W of rwy where Rwy 09–27 crosses.
COMMUNICATIONS: CTAF 122.9

SIREN N45°49.23′ W92°22.47′ NOTAM FILE RZN. **GREEN BAY**
(L) VOR/DME 109.4 RZN Chan 31 at Burnett Co. 987/2E. **HIWAS.** **L–14I**
VOR/DME unusable 030°–170° byd 20NM blo 3400′. VOR unusable 011°–029° byd 20NM 275°–330°. DME unusable
171°–180° byd 35 NM blo 3400′.
180°–200° byd 30 NM blo 3500′.
200°–260° byd 25 NM blo 3800′.
260°–350° byd 30 NM blo 3300′.
350°–029° byd 35 NM blo 3000′.
RCO 122.1 R 109.4T (GREEN BAY RADIO)

SIREN

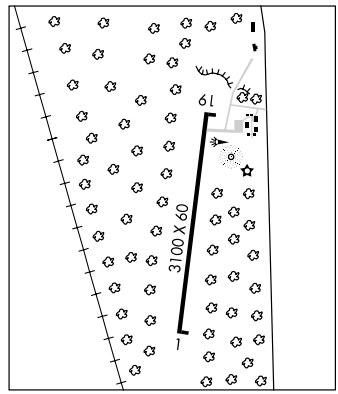
BURNETT CO (RZN) 3 N UTC−6(−5DT) N45°49.36′ W92°22.35′ — GREEN BAY
989 B **FUEL** 100LL, JET A, MOGAS NOTAM FILE RZN — L–14I
RWY 04–22: H3900X75 (ASPH) S–8 MIRL — IAP
RWY 04: REIL. PAPI(P2L)—GA 3.45 TCH 27′. Trees.
RWY 22: REIL. PAPI(P2L)—GA 3.0 TCH 28′. Road.
RWY 13–31: H3500X75 (ASPH) S–8 MIRL
RWY 13: REIL. PAPI(P2L)—GA 3.0 TCH 28′. Trees.
RWY 31: REIL. PAPI(P2L)—GA 3.45 TCH 27′. Trees.
AIRPORT REMARKS: Attended Mon–Fri 1400–2230Z‡, Sat–Sun 1500–2200Z‡. Fuel 24 hr self svc. Occasional deer and bear on rwy. Rwy 13 and Rwy 31 REIL OTS indef. ACTIVATE MIRL Rwys 04–22 and 13–31; REIL Rwys 04–22 and 13–31—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.325 (715) 349–8563. **HIWAS** 109.4 RZN.
COMMUNICATIONS: CTAF/UNICOM 122.8
SIREN RCO 122.1R 109.4T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 121.05
RADIO AIDS TO NAVIGATION: NOTAM FILE RZN.
SIREN (L) VOR/DME 109.4 RZN Chan 31 N45°49.23′ W92°22.47′ at fld. 987/2E. **HIWAS.**
BIG DOCTOR NDB (MHW) 203 BXR N45°49.28′ W92°21.99′ at fld. NOTAM FILE GRB. VFR only.



SOLON SPRINGS

NORTH COUNTRY SPB (SS1) 1 E UTC−6(−5DT) N46°22.19′ W91°47.88′ — GREEN BAY
1000 NOTAM FILE GRB
WATERWAY 04–22: 6000X500 (WATER)
WATERWAY 09–27: 3500X500 (WATER)
SEAPLANE REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

SOLON SPRINGS MUNI (OLG) 3 S UTC−6(−5DT) N46°18.89′ W91°48.98′ — GREEN BAY
1102 B S2 **FUEL** 100LL TPA—2102(1000) NOTAM FILE GRB — L–14I
RWY 01–19: H3100X60 (ASPH) S–27 LIRL — IAP
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Numerous deer on arpt. Acft mechanic on call 715–399–2171. LIRL Rwy 01–19 preset low ints dusk–dawn, ACTIVATE higher ints—CTAF. Twy to ramp from rwy marked by reflectors.
COMMUNICATIONS: CTAF 122.9
Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON**127.9 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.
DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 146° 33.3 NM to fld. 1428/5E. **HIWAS.**
NDB (MHW) 388 OLG N46°19.02′ W91°48.84′ at fld. NOTAM FILE GRB. Unmonitored. SHUTDOWN.



SOUTHERN WISCONSIN RGNL (See JANESVILLE)

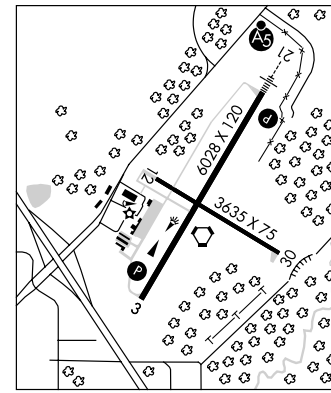
SPARTA

SPARTA/FORT McCOY (CMY)(KCMY) CIV/MIL 3 NE UTC−6(−5DT) N43°57.50′ W90°44.27′ **CHICAGO**
837 B **FUEL** 100LL NOTAM FILE CMY **L–28G**
RWY 11–29: H4708X100 (ASPH) MIRL **IAP**
RWY 11: REIL. Trees. **RWY 29:** REIL. PVASI(PSIR)—GA 3.0° TCH 65′. Thld dsplcd 425′. Road.
RWY 01–19: H4295X50 (ASPH) PCN 13 F/B/W/T MIRL 0.3% up S
RWY 01: Thld dsplcd 1375′. Road. **RWY 19:** Trees.
MILITARY SERVICE: FUEL J8 (Mil) (NC–100LL PPR) PPR C608–388–3721/3713, DSN 280–3721/3713.
AIRPORT REMARKS: Attended 1330–2200Z‡. Except national training holiday. PPR for fuel; call 608–269–3122. Occasional wild game and birds on and invof arpt. ACTIVATE MIRL Rwy 01–19 and Rwy 11–29—CTAF. REIL Rwy 11 and Rwy 29 opr only when rwy lgts set on high ints.
MILITARY REMARKS: CAUTION Intermittent heavy C–130/high performance opr. Use advisory svc if avbl.
WEATHER DATA SOURCES: AWOS–3 118.375 (608) 269–0724.
COMMUNICATIONS: CTAF 124.6
Ⓡ **VOLK APP/DEP CON** 135.25 290.8 (Mon–Fri 1400–2200Z‡ except holidays), other times ctc,
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 380.35
McCOY TOWER 38.5 124.6 241.0 (Mon–Fri 1400–2200Z‡ exc Federal holidays) **RANGE** 43.15 46.8 124.6 247.4
GCO 121.725 (FLIGHT SERVICES)
AIRSPACE: CLASS D Mon–Fri 1400–2200Z‡ exc Federal holidays, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE LSE.
LA CROSSE (T) VORW/DME 108.4 LSE Chan 21 N43°52.57′ W91°15.36′ 075° 23 NM to fld. 650/2E.
McCOY NDB (MHW) 412 CMY N43°56.27′ W90°38.51′ 287° 4.3 NM to fld. NOTAM FILE CMY.

SPOONER

NEST OF EAGLES (1H9) 3E UTC–6(–5DT) N45°50.13′ W91°48.16′ **GREEN BAY**
1120 B NOTAM FILE GRB Not insp.
RWY 01–19: 3600X100 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Snow not plowed winter months, turf cut and maintained summer months.
COMMUNICATIONS: CTAF 122.9

STEVENS POINT MUNI (STE) 3 NE UTC−6(−5DT) N44°32.71′ W89°31.82′ **GREEN BAY**
1110 B S4 **FUEL** 100LL, JET A TPA—2110(1000) NOTAM FILE STE **H–2J, L–14J**
RWY 03–21: H6028X120 (ASPH) S–30, D–75, DT–195 HIRL **IAP**
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 38′. Trees.
RWY 21: MALSR. PAPI(P2L)—GA 3.0° TCH 37′. Tree.
RWY 12–30: H3635X75 (ASPH) S–9 D–75 HIRL
RWY 12: Road. **RWY 30:** Trees.
AIRPORT REMARKS: Attended dalgt hrs. Fuel 24 hr self svc. Deer and migratory waterfowl on and invof arpt. ACTIVATE HIRL Rwy 03–21 and Rwy 12–30 and MALSR Rwy 21 and REIL Rwy 03 and PAPI Rwys 03 and 21—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.275 (715) 344–5960.
HIWAS 110.6 STE.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.1R 110.6T (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
(L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ at fld. 1110/2E. **HIWAS.**
DME unusable byd 35 NM blo 3000′.
ILS/DME 111.35 I–STE Chan 50Y Rwy 21.



STOUGHTON

QUAMS MARINA SPB (99C) 3 NW UTC−6(−5DT) N42°57.07′ W89°16.26′ **CHICAGO**

843 **FUEL** MOGAS TPA—1843(1000) NOTAM FILE GRB

WATERWAY ALL WAY: 15000X4000 (WATER)

SEAPLANE REMARKS: Attended Apr–Oct Mon–Fri 1400–0000Z‡, Sat 1500–2300Z‡, Sun 1500–2200Z‡, Nov–Mar irregularly.

COMMUNICATIONS: CTAF 122.9

STURGEON BAY N44°50.21′ W87°25.35′ NOTAM FILE SUE. **GREEN BAY**

NDB (MHW) 414 SUE at Door Co Cherryland. **L–31B**

STURGEON BAY

DOOR CO CHERRYLAND (SUE) 2 W UTC−6(−5DT) N44°50.62′ W87°25.29′ **GREEN BAY**

725 B S4 **FUEL** 100LL, JET A NOTAM FILE SUE **L–31B**

RWY 02–20: H4600X75 (ASPH) S–16, D–22 MIRL 0.4% up S **IAP**

RWY 02: LDIN. REIL. PAPI(P4L)—GA 3.0° TCH 32′. Road. **RWY 20:** REIL. PAPI(P4L)—GA 3.0° TCH 46′. Trees.

RWY 10–28: H3199X75 (ASPH) S–16, D–22 MIRL

RWY 10: REIL. PAPI(P4L)—GA 3.0° TCH 31′. Road. **RWY 28:** REIL. PAPI(P4L)—GA 3.0° TCH 37′. Trees.

AIRPORT REMARKS: Attended Mon–Sat 1300–2200Z‡, Sun 1600–2200Z‡. Except summer hrs from Labor Day—Memorial Day Fri and Sat 1300–0000Z‡, Sun 1500–2200Z‡. After hrs fueling avbl, ctc 920–743–6952. Be Alert: No line of sight Rwy 02 to Rwy 20. Deer, turkeys and seagulls occasionally on arpt. Ultralight activity on and invof arpt. Group of five twrs approximately 4 NM northeast, tallest twr is 1300′ MSL/489′ AGL. ACTIVATE MIRL Rwys 02–20 and 10–28; PAPI Rwys 02, 20, 10 and 28; REIL Rwys 02; 20; 10 and 28; LDIN Rwy 02—CTAF.

WEATHER DATA SOURCES: AWOS–3 128.325 (920) 743–7087

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **GREEN BAY APP/DEP CON** 119.25 (1130–0530Z‡) Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 125.55 (0530–1130Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.

GREEN BAY (H) VORTACW 115.5 GRB Chan 102 N44°33.31′ W88°11.69′ 061° 37.3 NM to fld. 767/1E. **HIWAS.**

FICHY NDB (LOM) 224 II N44°45.36′ W87°26.95′ 016° 5.4 NM to fld. Unmonitored.

STURGEON BAY NDB (MHW) 414 SUE N44°50.21′ W87°25.35′ at fld. NOTAM FILE SUE.

SDF 111.9 III Rwy 02. LOM FICHY NDB. SDF unusable byd 12° left or right of course. Unmonitored.

STURTEVANT

SYLVANIA (C89) 3 W UTC−6(−5DT) N42°42.20′ W87°57.54′ **CHICAGO**

785 B S4 **FUEL** 100LL TPA—1585(800) NOTAM FILE GRB

RWY 08L–26R: 2343X120 (TURF) MIRL

RWY 08L: Road. **RWY 26R:** Road.

RWY 08R–26L: H2272X38 (ASPH) MIRL (NSTD)

RWY 08R: Road. **RWY 26L:** PAPI(P2L). Thld dsplcd 140′. Road.

AIRPORT REMARKS: Attended dalgt hrs. Parachute activity on and invof arpt. Ultralight activity on arpt. ACTIVATE MIRL Rwy 08R–26L and PAPI Rwy 26L—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

SUPERIOR

RICHARD I BONG (SUW) 3 S UTC−6(−5DT) N46°41.38′ W92°05.68′ **GREEN BAY**

674 B S4 **FUEL** 100LL, JET A NOTAM FILE SUW **H–2I, L–14I**

RWY 03–21: H5100X75 (ASPH) MIRL **IAP**

RWY 03: REIL. PAPI(P4L)—GA 3.0° TCH 28′. Pole. **RWY 21:** REIL. Trees.

RWY 13–31: H4000X75 (ASPH) MIRL

RWY 13: REIL. Trees. **RWY 31:** REIL. PAPI(P4L)—GA 4.0°. Road.

AIRPORT REMARKS: Attended 1400Z‡–dusk. Parachute Jumping. Deer on and invof arpt. ACTIVATE MIRL Rwys 13–31 and 03–21 and REIL Rwys 13–31 and 03–21—CTAF.

WEATHER DATA SOURCES: AWOS–3 118.875 (715) 394–0283.

COMMUNICATIONS: CTAF/UNICOM 122.7

Ⓡ **DULUTH APP/DEP CON** 125.45 (1200–0500Z‡) **CLNC DEL** 124.8

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON**127.9 (0500–1200Z‡)

RADIO AIDS TO NAVIGATION: NOTAM FILE DLH.

DULUTH (H) VORTACW 112.6 DLH Chan 73 N46°48.13′ W92°12.17′ 141° 8.1 NM to fld. 1428/5E. **HIWAS.**

BONG NDB (MHW) 260 SUW N46°41.48′ W92°06.21′ at fld. NOTAM FILE SUW.

SURING

PISO (7P5) 4.3 NW UTC−6(−5DT) N45°03.92′ W88°25.59′ **GREEN BAY**
891 **FUEL** MOGAS TPA—1391(500) NOTAM FILE GRB
RWY 01–19: 2080X55 (TURF)
RWY 01: Trees. **RWY 19:** Trees.
AIRPORT REMARKS: Unattended. Fuel avbl and local full svc gas station N end of field during dalgt hrs. Rwys not plowed and arpt CLOSED Nov 15 thru Mar 31. Rwy 18–36 south half of rwy severely rutted. Rwy 01–19 marked with orange barrels.
COMMUNICATIONS: CTAF 122.9

SWEETWATER BAY SPB (See OCONTO)

SYLVANIA (See STURTEVANT)

TAYLOR CO (See MEDFORD)

TEELS N42°54.54′ W88°02.46′ NOTAM FILE MKE. **CHICAGO**
NDB (MH/LOM) 242 GM 072° 6.8 NM to General Mitchell Intl. Unmonitored. **L–28H, A**

THREE CASTLES AIRPARK (See WONEWOC)

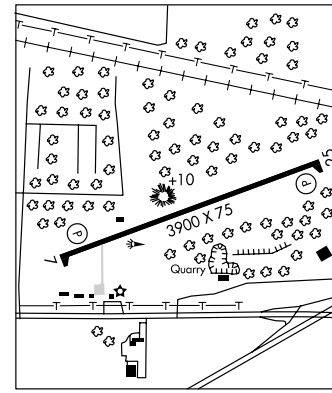
THREE LAKES

THREE LAKES MUNI (4ØD) 3 SE UTC−6(−5DT) N45°47.41′ W89°07.26′ **GREEN BAY**
1636 B TPA—2436(800) NOTAM FILE GRB
RWY 03–21: 3400X120 (TURF) LIRL(NSTD)
RWY 03: Trees. **RWY 21:** PAPI(P2L)—GA 3.0° TCH 24′.
AIRPORT REMARKS: Unattended. Rwy 03–21 not plowed Nov–May. 1683′ AGL, 3327′ MSL twr 8.5 NM SW. Rwy 03–21 ends marked with yellow cones.
COMMUNICATIONS: CTAF/UNICOM 122.7

TIMMERMAN N43°06.59′ W88°02.24′. NOTAM FILE MWC. **CHICAGO**
(L) VOR/DME 112.5 LJT Chan 72 at Lawrence J. Timmerman. 737/2W. **A**
VOR unusable byd 25 NM 030°–230° blo 5500′, 230°–310 blo 6500′, 310°–030° blo 4500′.
DME unusable 120°–200° byd 25 NM blo 3500′, 200°–315° byd 20 NM blo 5000′, 315°–120° byd 25 NM blo 4000′.
RCO 123.6R 112.5T (GREEN BAY RADIO)

TOMAH

BLOYER FLD (Y72) 1 E UTC−6(−5DT) N43°58.57′ W90°28.84′ **CHICAGO**
966 B **FUEL** 100LL NOTAM FILE GRB **L–28G**
RWY 07–25: H3900X75 (ASPH) MIRL
RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 33′. Tree.
RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 35′. Trees.
AIRPORT REMARKS: Unattended. Rwy 07–25 E 300′ has 1 inch dips. For fuel call 608–372–3125. MIRL Rwy 07–25 preset on low ints; to increase ints and ACTIVATE REIL Rwy 07 and Rwy 25—CTAF.
COMMUNICATIONS: CTAF 122.9
RADIO AIDS TO NAVIGATION: NOTAM FILE PNM.
NODINE (H) VORTAC 117.9 ODI Chan 126 N43°54.74′ W91°28.05′ 084° 43.0 NM to fld. 1282/1E.



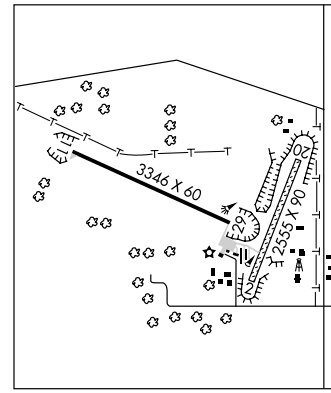
TOMAHAWK RGNL (TKV) 3 W UTC−6(−5DT) N45°28.16′ W89°48.34′ GREEN BAY
1487 B S4 **FUEL** 100LL, JET A NOTAM FILE TKV L–14J
RWY 09–27: H3998X75 (ASPH) S–26 MIRL 0.5% up E IAP
RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 25′. Road. **RWY 27:** REIL. PAPI(P2L)—GA 3.0° TCH 21′. Trees.
AIRPORT REMARKS: Attended continuously. Airframe and powerplant repairs by prior arrangement call 715–453–2264 or 453–3482. Deer on and invof arpt. ACTIVATE MIRL Rwy 09–27, PAPI and REIL Rwy 09 and Rwy 27—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.25 (715) 453–5716.
COMMUNICATIONS: CTAF/UNICOM 122.8
MINNEAPOLIS CENTER APP/DEP CON 133.65
RADIO AIDS TO NAVIGATION: NOTAM FILE RHI.
RHINELANDER (L) VORTAC 109.2 RHI Chan 29 N45°38.03′ W89°27.47′ 234° 17.7 NM to fld. 1590/2E.
HIWAS.

TRI–COUNTY RGNL (See LONE ROCK)

VERONA (W19) 1 E UTC−6(−5DT) N42°59.00′ W89°31.01′ CHICAGO
960 TPA—1560(600) NOTAM FILE GRB
RWY 03–21: 2190X90 (TURF)
RWY 03: Trees. **RWY 21:** Trees.
RWY 04–22: 1950X85 (TURF)
RWY 04: Road. Rgt tfc. **RWY 22:** Trees.
AIRPORT REMARKS: Unattended. Arpt surfaces not plowed for snow. Confirm surface conditions with arpt manager 608–845–7239. Deer on and invof arpt. Ultralight activity on and invof arpt. Balloon ops normally early AM and PM—dalgt hrs. Rwy 03–21 900′ from S end rough. Rwy 04–22 marked with reflectors no markings on S end of rwy. Rwy 04–22 4–6′ fence and berm 20′ S of rwy edge parallels rwy. Avoid overflights of institution 0.5N and Village Park 1.0W of arpt.
COMMUNICATIONS: CTAF 122.9

VINCENT (See GENOA CITY)

VIROQUA MUNI (Y51) 2 N UTC−6(−5DT) N43°34.76′ W90°53.79′ CHICAGO
1292 B **FUEL** 100 NOTAM FILE GRB L–28G
RWY 11–29: H3346X60 (ASPH) S–12 HIRL 0.7% up SE IAP
RWY 29: Trees.
RWY 02–20: 2555X90 (TURF) 1.0% up SW
RWY 20: Trees.
AIRPORT REMARKS: Unattended. 24 hr fuel avbl. Rwy 02–20 CLOSED Nov 15 thru Apr 15. Rwy 02–20 has sharp 20′ drop–off each end. Rwy slopes downhill to the N approximately 1.5%. Rwy 02–20 marked with yellow cones. Rwy 11–29 HIRLS on low ints—increase ints on CTAF.
COMMUNICATIONS: CTAF 122.9
MINNEAPOLIS CENTER APP/DEP CON 128.6
RADIO AIDS TO NAVIGATION: NOTAM FILE LSE.
LA CROSSE (T) VORW/DME 108.4 LSE Chan 21 N43°52.57′ W91°15.36′ 137° 23.7 NM to fld. 650/2E.



VOLK FLD (VOK) (KVOK) ANG 1N UTC−6(−5DT) N43°56.34′ W90°15.21′ **CHICAGO**
912 B TPA—See Remarks NOTAM FILE GRB Not insp. **H–2J, L–28G**
RWY 09–27: H9000X150 (ASPH–CONC–GRVD) PCN 97 R/B/W/T HIRL **DIAP, AD**
RWY 09: MALSR. PAPI(P4L). **RWY 27:** ALSF1. PAPI(P4R). Rgt tfc.
ARRESTING GEAR/SYSTEM
RWY 09 HOOK BAK–12B(B) (1260′) HOOK BAK–12B(B) (1250′) **RWY 27**
MILITARY SERVICE: LGT ACTIVATE–ALS, HIRL, PAPI Rwy 09–27–CTAF or 239.25. Rwy 27 PAPI NSTD located rgt side.
A–GEAR Normal BAK–12B(B) configuration: apch end down, dep end up; 20 min prior notice to reconnect apch end cable. **JASU** (AM32A–60A) 6(A/M32A–86) **FUEL** J8 Avbl limited, expect possible gnd delay for req exceeding 10,000 gal. **FLUID** LPOX LOX **TRAN ALERT** Extremely limited.
MILITARY REMARKS: Opr Mon–Fri 1400–2200Z‡ except holidays, subject short notice change in support of NGB validated flying. Check NOTAM for current afld hrs. See FLIP AP/1 Supplementary Arpt Remarks.
RSTD Recommend use as emergency arpt only when rqr to land as soon as possible. PPR ctc Volk Fld DSN 871–1205, C608–427–1205. Issued PPR valid for ETA +/− 1 hr. Early/late arr/dep must be coordinated. After hr re–coordination or cancel will be passed to Base OPS standby personnel C608–343–0104. Twy G ltd to F–16 acft or smaller and helicopter traffic. **CAUTION** FMQ–19 automated wx obsn avbl 24 hr, DSN 871–1066, C 608–427–1066. When wind is from S/SW expect possible Low Level Wind Shear 1 to 3 NM on final to Rwy 27. Due to tactical acft rqr, BAK–12 cable may be in position for Rwy 09–27 simultaneously. Twy E and F unlgtd, unlimited daytime VFR use, Follow Me rqr for day IFR and night IFR/VFR use. **TFC PAT** Left tfc Rwy 09. TPA–Helicopter rectangular 1500(588). **MISC** First 1600′ Rwy 09 and first 1600′ Rwy 27 grooved concrete, mid 5800′ grooved asphalt. Standard USAF RSRS applied.
COMMUNICATIONS: SFA CTAF 127.5 **ATIS** 120.475 257.85 **PTD** 372.2
Ⓡ **APP/DEP CON** 135.25 290.8 (Mon–Fri 1400–1600Z‡, except holidays, subject short notice change in support of NGB validated flying, check NOTAMS for current afld hrs), other time ctc
Ⓡ **CHICAGO CENTER APP/DEP CON** 133.3 257.92
TOWER 127.5 239.25 (Mon–Fri 1400–1600Z‡, except holidays, subject short notice change in support of NGB validated flying, check NOTAMS for current afld hrs.) **GND CON** 121.9 275.8
SHEBOYGAN RANGE 260.4
HARDWOOD RANGE 132.025 297.775 358.8
AIRSPACE: CLASS D svc Mon–Fri 1400–0600Z‡ except holidays subject short notice change in support of NGB validated flying, other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE GRB.
(L) TACAN Chan 41 VOK (110.4) N43°56.57′ W90°15.54′ at fld. 961/0E. Unmonitored when twr clsd. No NOTAM MP Mon 1400–1530Z‡.
TACAN unusable byd 20NM blo 4,000′.
ILS 108.5 I–VOK Rwy 27. Class IE. Unmonitored when twr clsd. Back course unusable. No NOTAM MP: Localizer Mon 1930–2030Z‡; Glide slope Mon 2030–2130Z‡.
COMM/NAV/WEATHER REMARKS: Limited Special Rules Area svc avbl, ctc Radar Approach Control at DSN 871–1779, C608–427–1779.

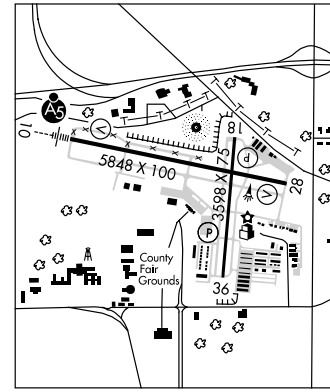
WALWORTH

BIG FOOT AIRFIELD (7V3) 3 W UTC−6(−5DT) N42°31.54′ W88°39.18′ **CHICAGO**
951 TPA—1751(800) NOTAM FILE GRB
RWY 09–27: 2912X85 (TURF)
RWY 09: Tree.
RWY 18–36: 2108X100 (TURF) LIRL (NSTD)
RWY 18: Tree.
AIRPORT REMARKS: Unattended. Rwys not plowed winter months—open to ski equipped acft only. Rwy 18–36 NSTD LIRL; Rwy 18 thld lgts are 45′ S of rwy markers. Rwy 18–36 and Rwy 09–27 thlds marked with red half barrels. ACTIVATE NSTD LIRL Rwy 18–36—123.75.
COMMUNICATIONS: CTAF 122.9

WASHINGTON ISLAND (2P2) 1 S UTC−6(−5DT) N45°23.17′ W86°55.47′ **GREEN BAY**
652 B TPA—1652(1000) NOTAM FILE GRB
RWY 14–32: 2230X150 (TURF) LIRL
RWY 14: Road. **RWY 32:** Trees.
RWY 04–22: 1300X125 (TURF)
RWY 04: Trees. **RWY 22:** Trees.
AIRPORT REMARKS: Unattended. Rwy 14–32 +12′ rise in rwy elevation NW 900′. Numerous flocks of waterfowl and deer on and invof arpt. Rwys 14–32 and 04–22 plowed when snow is over 3 inches. Rwy 04–22 slopes downhill to the NE. Rwy 04 thld +20′ higher than Rwy 22 thld. ACTIVATE LIRL Rwy 14–32 and rotating bcn—CTAF.
COMMUNICATIONS: CTAF 122.9

WATERTOWN MUNI (RYV) 0 S UTC−6(−5DT) N43°10.18′ W88°43.39′ **CHICAGO**
833 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE RYV **L–28H**
RWY 05–23: H4429X75 (ASPH) S–30, D–60 MIRL **IAP**
RWY 05: REIL. PAPI(P2L)—GA 3.0° TCH 50′. Thld dsplcd 190′. Tree. Rgt tfc.
RWY 23: REIL. PAPI(P2L)—GA 3.0° TCH 45′. Tree.
RWY 11–29: H2801X75 (ASPH) S–30 MIRL 0.4% up SE
RWY 11: Road. Rgt tfc. **RWY 29:** Road.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 05: TORA–4430 TODA–5110 ASDA–4550 LDA–4430
RWY 23: TORA–4430 TODA–4845 ASDA–4430 LDA–4430
AIRPORT REMARKS: Attended 1200–0400Z‡. Arpt attended other hrs on req thru FBO. Ducks and seagulls occasionally near arpt during seasonal migrations. Deer on and invof arpt. ACTIVATE MIRL Rwy 05–23 and Rwy 11–29, PAPI Rwy 05 and Rwy 23 and REIL Rwy 05 and Rwy 23—CTAF.
WEATHER DATA SOURCES: AWOS–3 119.975 (920) 261–0734.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MADISON APP/DEP CON** 119.15 (1200–0500Z‡) Ⓡ**CHICAGO CENTER APP/DEP CON** 133.3 (0500–1200Z‡)
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 277° 19.5 NM to fld. 1080/2E. **HIWAS.**
ROCK RIVER NDB (MHW) 371 RYV N43°10.42′ W88°43.52′ at fld. NOTAM FILE RYV.
NDB unmonitored 0500–1000Z‡.

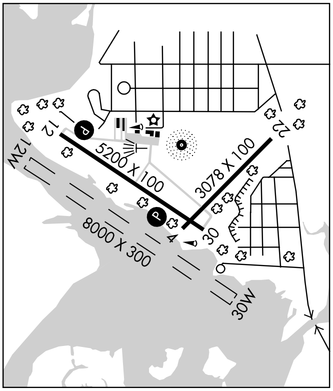
WAUKESHA CO (UES) 2 N UTC−6(−5DT) N43°02.46′ W88°14.22′ **CHICAGO**
911 B S4 **FUEL** 100LL, JET A OX 1 NOTAM FILE UES **H–5E, L–28H, A**
RWY 10–28: H5848X100 (CONC–GRVD) S–40, D–66, ST–84 HIRL **IAP, AD**
RWY 10: MALSR. VASI(V4L)—GA 3.0°TCH 56′. Trees.
RWY 28: REIL. VASI(V4L)—GA 3.75°TCH 37′. Tree.
RWY 18–36: H3598X75 (ASPH) S–20 MIRL
RWY 18: REIL. PAPI (P2L). Road.
RWY 36: REIL. PAPI (P2L). Road.
AIRPORT REMARKS: Attended continuously. Deer and coyotes on and invof arpt. Call 262–549–6150 for oxygen availability. Twy D clsd at Rwy 18–36 indef. HIRL Rwy 10–28 preset on low ints; to increase ints and ACTIVATE MIRL Rwy 18–36; REIL Rwy 28, Rwy 18, Rwy 36, and MALSR Rwy 10—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.875 (262) 521–5226. Unavailable 1200–0300Z‡.
COMMUNICATIONS: CTAF 123.7 **ATIS** 118.875 **UNICOM** 122.95
Ⓡ **MILWAUKEE APP/DEP CON** 128.7 (North) **CLNC DEL** 128.7 (0300–1200Z‡)
TOWER 123.7 (1200–0300Z‡) **GND CON** 121.6
AIRSPACE: CLASS D svc 1200–0300Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 153° 5 NM to fld. 1080/2E. **HIWAS.**
NDB (MHW) 359 UES N43°02.68′ W88°14.11′ at fld. NOTAM FILE UES. OTS indef.
ILS 109.5 I–SKC Rwy 10. Unmonitored when twr clsd.



WAUNAKEE (6P3) 1 S UTC−6(−5DT) N43°10.72′ W89°27.08′ **CHICAGO**
954 **FUEL** 100LL TPA—1954(1000) NOTAM FILE GRB
RWY 09–27: H2223X30 (ASPH) LIRL (NSTD)
RWY 27: Thld dsplcd 146′. Building.
AIRPORT REMARKS: Unattended. For fuel call 608–225–1109. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09–27 NSTD LIRL 165′ from E end; 155′ from W end. 1910′ of rwy is lgtd. Rwy lgts approximately 60′ from pavement edge. Rwy 27 NSTD dsplcd thld markings.
COMMUNICATIONS: CTAF 122.9

WAUPACA MUNI (PCZ) 3 SE UTC–6(–5DT) N44°20.00′ W89°01.19′ **GREEN BAY**
840 B S4 **FUEL** 100LL OX 4 TPA—1840(1000) NOTAM FILE PCZ **H–2J, L–14J, 28H**
RWY 10–28: H5200X100 (ASPH) MIRL 0.7% up W **IAP**
RWY 10: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Rgt tfc.
RWY 28: REIL. PAPI(P2L)—GA 3.0° TCH 40′. Trees. Rgt tfc.
RWY 13–31: H3899X75 (ASPH) S–13 MIRL 0.6% up W
RWY 13: PAPI(P4L)—GA 3.0° TCH 33′. Trees. **RWY 31:** PAPI(P2L)—GA 3.0° TCH 27′. Road.
AIRPORT REMARKS: Attended May 21–Sep 9 1400–0200Z‡, Sep 10–May 20 1400–2300Z‡. ACTIVATE MIRL Rwy 13–31 and PAPI Rwy 13 and Rwy 31 and REIL Rwy 10—CTAF. MIRL Rwy 10–28 and PAPI Rwy 10 and Rwy 28 opr dusk–dawn, to incr ints ACTIVATE—CTAF.
WEATHER DATA SOURCES: AWOS–3 118.625 (920) 867–2407.
COMMUNICATIONS: CTAF/UNICOM 122.8
® **MINNEAPOLIS CENTER APP/DEP CON** 124.4
GCO 121.725 (FLIGHT SERVICES)
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 121° 25.3 NM to fld. 1110/2E.
HIWAS.
NDB (MHW) 382 PCZ N44°20.06′ W89°01.18′ at fld. Unmonitored. NOTAM FILE PCZ. NDB OTS indef.

WAUSAU DOWNTOWN (AUW) 0 S UTC–6(–5DT) N44°55.58′ W89°37.62′ **GREEN BAY**
1201 B S4 **FUEL** 100LL, JET A, MOGAS TPA—2201(1000) NOTAM FILE AUW **H–2J, L–14J**
RWY 12–30: H5200X100 (ASPH) S–45, D–80, ST–102, DT–140 MIRL **IAP**
RWY 12: REIL. PAPI(P4L)—GA 3.0°TCH 39′. Trees.
RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 47′. Trees.
RWY 04–22: H3078X100 (ASPH) S–32, D–55, DT–95 MIRL 0.4% up NE
RWY 22: Trees.



AIRPORT REMARKS: Attended May–Sep Mon–Fri 1400–0000Z‡, Sat–Sun 1400–2300Z‡, Oct–Apr 1400–2300Z‡. MIRL Rwy 12–30 and Rwy 04–22 preset low ints; to increase ints and ACTIVATE REIL Rwy 12 and Rwy 30, PAPI Rwy 12 and Rwy 30—CTAF.
WEATHER DATA SOURCES: ASOS 125.925 (715) 843–7215.
COMMUNICATIONS: CTAF/UNICOM 122.7
RCO 122.4 (GREEN BAY RADIO)
® **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE AUW.
(L) VORTACW 111.6 AUW Chan 53 N44°50.81′ W89°35.19′ 338° 5.1 NM to fld. 1205/2E.
VOR unusable:
305°–350° byd 25 NM blo 4000′ 050°–209° byd 8 NM
114°–157° 210°–049° byd 10 NM′
DME unusable:
300°–320° byd 30 NM blo 4000′ 320°–300° byd 30 NM blo 3000′
NDB (MHW) 243 FZK N44°55.67′ W89°37.52′ at fld.

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1161 TPA—2161(1000)
WATERWAY 12–30: 8000X300 (WATER)
SEAPLANE REMARKS: Access road poor.

WAUSAU/STEVENS POINT (See CENTRAL WISCONSIN, MOSINEE)

WAUTOMA MUNI (Y5Ø) 2 SW UTC−6(−5DT) N44°02.50′ W89°18.27′ **GREEN BAY**
859 B S4 **FUEL** 100LL NOTAM FILE GRB **L–28H**
RWY 13–31: H3300X60 (ASPH) S–12.5 MIRL **IAP**
RWY 13: Trees. **RWY 31:** Tree.
RWY 08–26: 2280X150 (TURF)
RWY 08: Trees. **RWY 26:** Trees.
RWY 05–23: H1190X35 (ASPH)
RWY 05: Trees. **RWY 23:** Trees.
AIRPORT REMARKS: Attended May–Sep 1300–0200Z‡, Oct–Apr 1300–0000Z‡. 24 hour self svc fuel. Rwy 08–26 CLOSED winter months except for ski equipped acft. Rwy 08–26 East 430′ CLOSED in winter. Waterfowl and deer on and invof arpt. Ultralights on and invof arpt. MIRL Rwy 13–31 preset on low ints; to increase ints ACTIVATE—CTAF. Rwy 08–26 ends marked with white markers.
COMMUNICATIONS: CTAF/UNICOM 122.8
Ⓡ **MILWAUKEE APP/DEP CON** 127.0
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 163° 31.6 NM to fld. 1110/2E.
HIWAS.

WEST BEND

HAHN SKY RANCH (2T5) 5 NW UTC−6(−5DT) N43°27.98′ W88°17.46′ **CHICAGO**
1090 S2 NOTAM FILE GRB
RWY 10–28: 2900X60 (TURF)
RWY 10: Brush. **RWY 28:** Tree.
AIRPORT REMARKS: Unattended. Rwy 10–28 has soft areas approximately 1000′ from W end. Rwy 10–28 surface rough and rolling. Ultralight activity on and invof arpt. Rwy 10–28 thld not marked.
COMMUNICATIONS: CTAF 122.9

WEST BEND MUNI (ETB) 3 E UTC−6(−5DT) N43°25.33′ W88°07.68′ **CHICAGO**
887 B S4 **FUEL** 100LL, JET A TPA—1887(1000) NOTAM FILE ETB **L–28H**
RWY 13–31: H4494X75 (ASPH) S–15 MIRL 0.3% up NW **IAP**
RWY 13: REIL. VASI(V4L)—GA 3.0° TCH 37′. Road. **RWY 31:** REIL. VASI(V2L)—GA 3.0° TCH 28′. Trees.
RWY 06–24: H3897X75 (ASPH) S–12 MIRL 0.3% up SW
RWY 06: Tree. **RWY 24:** Road.
AIRPORT REMARKS: Attended 1300Z‡–dusk. 100′ crane 400′ SW AER 13 Mon–Fri 1700–0500Z‡. MIRL Rwys 06–24 and 13–31 preset on low ints; to increase ints and ACTIVATE REIL Rwys 13–31; VASI Rwys 13 and 31—CTAF.
WEATHER DATA SOURCES: AWOS–3 120.0 (262) 334–6161.
COMMUNICATIONS: CTAF/UNICOM 122.8
RCO 122.1R 109.8T (GREEN BAY RADIO)
Ⓡ **MILWAUKEE APP/DEP CON** 125.35 **CLNC DEL** 124.75
RADIO AIDS TO NAVIGATION: NOTAM FILE MKE.
BADGER (H) VORTACW 116.4 BAE Chan 111 N43°07.01′ W88°17.06′ 018° 19.6 NM to fld. 1080/2E.
HIWAS.
(T) VOR 109.8 BJB N43°25.32′ W88°07.51′ at fld. NOTAM FILE ETB.
KETTLE MORAINE NDB (MHW) 329 LLE N43°25.51′ W88°07.63′ at fld. NOTAM FILE ETB. Unmonitored. SHUTDOWN.
ILS 108.9 1–ETB Rwy 31. LOC monitored 1300–0300Z‡ daily.
COMM/NAV/WEATHER REMARKS: AWOS–3 ceiling unreliable.

HELIPAD H1: H100X100 (ASPH)
HELIPORT REMARKS: When using military helipad military helicopters use pattern to the N or W of arpt. Helipad H1 blue perimeter lgts.

WESTOSHA (See WILMOT)

WHITEWATER

GUTZMER'S TWIN OAKS (5Y3) 1 NW UTC−6(−5DT) N42°51.21′ W88°45.59′ **CHICAGO**
821 TPA—1621(800) NOTAM FILE GRB
RWY 18–36: 2523X140 (TURF) LIRL (NSTD)
RWY 18: Trees.
AIRPORT REMARKS: Attended Apr–Nov 1400Z‡–SS. Rwy 18–36 not plowed winters. Arpt CLOSED to wheeled acft when rwy snow covered. Extensive ultralight and hang glider ops on and invof arpt. Rwy 18–36 not sanded or plowed. Rwy 18–36 thld marked with white and orange L–shaped wooden A–frames. Rwy 18–36 NSTD LIRL; lgts not on frangible mounts.
COMMUNICATIONS: CTAF 122.9

WICKR N45°19.05′ W91°48.17′ NOTAM FILE RPD.
NDB (LOM) 221 RP 010° 6.3 NM to Rice Lake Rgnl–Carl's Fld.

WILD ROSE IDLEWILD (W23) 2 NE UTC−6(−5DT) N44°11.87′ W89°13.07′ **CHICAGO**
908 B NOTAM FILE GRB
RWY 09–27: 2990X100 (TURF) RWY LGTS (NSTD)
RWY 09: Tree. **RWY 27:** Tree.
RWY 18–36: 1695X100 (TURF)
RWY 18: Trees. **RWY 36:** Trees.
AIRPORT REMARKS: Unattended. Rwy 18–36 CLOSED Nov 15 thru Apr 1. Ultralight activity on and invof arpt. Deer and cranes on and invof arpt. Rwy 09–27 plowed winter months. Rwy 9–27 NSTD thld lgts. ACTIVATE LIRL Rwy 09–27—CTAF. Rwy 09 thld lgts OTS indef. Rwy 18–36 marked with black and yellow panels. Rwy 09–27 marked with yellow panels and orange edge markers. Rwy 27 additional obstruction road 0′ from thld 90′ right; apch ratio 0:1.
COMMUNICATIONS: CTAF/UNICOM 122.8

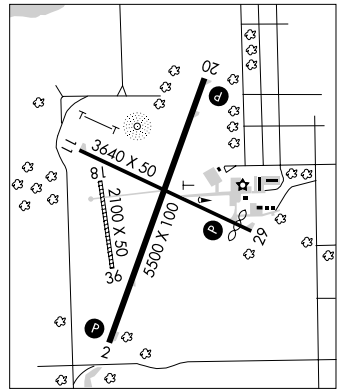
WILMOT

WESTOSHA (5K6) 1 W UTC−6(−5DT) N42°30.85′ W88°12.31′ **CHICAGO**
850 B S4 **FUEL** 100LL TPA—1500(650) NOTAM FILE GRB
RWY 03–21: H2849X38 (ASPH–CONC) LIRL (NSTD)
RWY 03: Thld dsplcd 36′. Road. **RWY 21:** Thld dsplcd 9′.
RWY 14–32: 1517X45 (TURF)
RWY 14: Fence. **RWY 32:** Trees.
AIRPORT REMARKS: Attended 1400–0000Z‡. Rwy 14–32 CLOSED Nov 15 thru Mar 31. Arpt has noise abatement procedures ctc arpt manager on 262–862–6111. Rwy 03–21 SW 400′ conc and NE 27′ conc rest of rwy asph. Rwy 03–21 has a 60′ drop–off 10′ from NE end. ACTIVATE LIRL Rwy 03–21—CTAF. ACTIVATE rotating bcn—CTAF. Rwy 14–32 A–frames painted orange and white. Rwy 03–21 NSTD LIRL; Rwy 03 thld lgts 3 each side; Rwy 21 1 light each side.
COMMUNICATIONS: CTAF/UNICOM 123.0

WISCONSIN RAPIDS NOTAM FILE ISW. **GREEN BAY**
NDB (MHW) 215 ISW N44°21.84′ W89°50.39′ at Alexander Fld South Wood Co. **L–28G**
RCO 122.45 (GREEN BAY RADIO)

WISCONSIN RAPIDS

ALEXANDER FLD SOUTH WOOD CO (ISW) 1 S UTC−6(−5DT) N44°21.62′ W89°50.34′ **GREEN BAY**
1021 B **FUEL** 100LL, JET A TPA—See Remarks NOTAM FILE ISW **H–2J, L–28G**
RWY 02–20: H5500X100 (ASPH) S–40, D–60 MIRL **IAP**
RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Trees.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 50′. Tree.
RWY 11–29: H3640X50 (ASPH) S–12, D–20 MIRL
RWY 11: Road.
RWY 29: PAPI(P4L)—GA 4.0° TCH 50′. Thld dsplcd 170′. Trees.
RWY 18–36: 2100X50 (TURF)
RWY 18: Tree. **RWY 36:** Trees.
AIRPORT REMARKS: Attended May–Sep 1400–2330Z‡, Oct–Apr 1400–2300Z‡. Birds on and invof arpt. ACTIVATE MIRL Rwy 02–20; MIRL Rwy 11–29; REIL Rwy 02 and Rwy 20; PAPI Rwy 02; Rwy 20 and Rwy 29—CTAF. Rwy 18–36 marked with yellow metal triangles. Ultralight acft must have an operating altimeter, two-way radio, use ultralight ops area (Rwy 18–36), avoid overflight of hard surface rwys. Ultralight acft must have an operating altimeter and two–way radio. Ultralight ops area posted at terminal building or call 715–424–3737. Ultralights use rgt tfc for Rwys 02, 20 and 11 and left tfc for Rwy 29. When ultralight opns are clsd, ultralights use rgt tfc for Rwy 02, Rwy 20 and Rwy 11 and left tfc for Rwy 29. When Rwy 18–36 is closed ultralights may use Rwy 02–20 and Rwy 11–29. TPA: ultralight TPA 1521(500).



WEATHER DATA SOURCES: ASOS 126.575 (715) 421–2120.
COMMUNICATIONS: CTAF/UNICOM 122.8
WISCONSIN RAPIDS RCO 122.45 (GREEN BAY RADIO)
Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.4
RADIO AIDS TO NAVIGATION: NOTAM FILE STE.
STEVENS POINT (L) VORTAC 110.6 STE Chan 43 N44°32.60′ W89°31.83′ 231° 17.2 NM to fld. 1110/2E. **HIWAS.**
WISCONSIN RAPIDS NDB (MHW) 215 ISW N44°21.84′ W89°50.39′ at fld. NOTAM FILE ISW.
NEPCO NDB (LOM) 326 EK N44°15.59′ W89°53.27′ 020° 6.4 NM to fld. Unmonitored.
SDF 108.7 EKP Rwy 02 LOM NEPCO NDB. Unmonitored.

WITTMAN RGNL (See OSHKOSH)

WONEWOC

THREE CASTLES AIRPARK (4D1) 1 NW UTC−6(−5DT) N43°40.20′ W90°13.96′ **CHICAGO**
921 TPA—1921(1000) NOTAM FILE GRB
RWY 10–28: 2740X90 (TURF)
RWY 10: Tree. **RWY 28:** Trees.
AIRPORT REMARKS: Unattended.
COMMUNICATIONS: CTAF 122.9

WOODRUFF N45°53.33′ W89°36.43′ **GREEN BAY**
RCO 122.6 (GREEN BAY RADIO) **L–10H, 12E**

YANKS N43°03.60′ W87°52.61′ NOTAM FILE MKE. **CHICAGO**
NDB (MHW/LOM) 260 BL 189° 6.8 NM to General Mitchell Intl. Unmonitored. **A**

2009 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2009, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2009 aerial demonstration locations, subject to change without notice, are:

DATE:		USAF Thunderbirds	USN Blue Angels	Canadian Snowbirds	USA Golden Knights
October	24-25		Fort Worth, TX		Fort Worth, TX
	24-25				Pinehurst, NC
	31		Houston, TX		
November	1		Houston, TX		
	7-8	Homestead AFB, FL	Jacksonville Beach, FL		
	13-14		NAS Pensacola, FL		
	14-15	Nellis AFB, NV			

Note: Dates and locations are scheduled ''show dates'' only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

MODEL ROCKET ACTIVITY IN ILLINOIS

Hillsboro Municipal Airport (3K4), Hillsboro, IL

Model Rocket activity will be conducted within a 2 NM radius of the VLA273011, SFC to 8,000 Feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Tuscola Airport (K96), Tuscola, IL

Model Rocket activity will be conducted within a 2 NM radius of Tuscola Airport (K96), SFC to 10,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

AEROBATIC PRACTICE AREAS IN ILLINOIS

Litchfield Municipal Airport (3LF), Litchfield, IL

Aerobatic practice will be conducted within 2 NM radius of Litchfield Municipal Airport (3LF), from 1,700 feet MSL to 4,200 feet MSL. The practice area is for waiver holders only. Pilots should use caution when opr within this area. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Smith Airport (LL27), Macomb, IL

Aerobatic practice will be conducted within 2 NM radius of Smith Airport (LL27), SFC to 4,100 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Williamson County Regional Airport (MWA), Marion, IL

Aerobatic practice will be conducted within 1 NM radius of Williamson County Regional Airport (MWA), SFC to 5,000 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992-7433).

Pinckneyville–DuQuoin Airport (PJY), Pinckneyville, IL

Aerobatic practice will be conducted within 2 NM radius of Pinckneyville–DuQuoin Airport (PJY), SFC to 3,900 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

Springfield IL, Abraham Lincoln Capital Airport (SPI)

Aerobatic practice will be conducted within 1.5 NM radius of Springfield VOR SPI160010, from 2,100 feet MSL to 4,600 feet MSL, SR–SS. For further information contact Flight Services at 1–800–WX–BRIEF (992–7433).

AEROBATIC PRACTICE AREA

Norris Field (8II2), Richmond, IN

Aerobatic Flight Activity will be conducted within 1 (one) NM radius of the Richmond (RID) VORTAC 193R/6 DME. Flights will occur from 800′ AGL to 3,500′ AGL. Pilots should use caution when operating within this area. For further information, Contact Dayton APP CON at 1–937–454–7310 or freq. 134.45.

AEROBATIC PRACTICE AREA

Skyway Estates Airport (60G), Eaton Rapids, MI

Aerobatic Flight Activity will be conducted within a 1 (one) NM radius of the Lansing (LAN) VORTAC 171R/8DME. Flights will occur from SR to SS from 2,500 MSL to 6,000 MSL.

Pilots should use caution when operating within this area. For further information, contact Lansing ATCT at 1–517–321–1355 or freq. 119.9.

Search Light Activity
Dayton, OH

Search light activity will be conducted at the Dayton Schuster Performing Arts Center, Dayton, OH (FFO VORTAC 241/7.23, Lat 39–45–39.56N, Lon 084–11–32.94W) at and above 1500 MSL, from dusk until midnight. Searchlight beams may be injurious to pilots/passengers eyes at 1500 MSL and above. Flash blindness or cockpit illumination may occur at greater distances, to several miles. For further information, contact Dayton AFSS at 937–454–8398.

COMMUNICATIONS ADVISORIES

Indianapolis ARTCC

NABB INDIANA AREA

New Hope, London, Lexington Kentucky Area

Indianpolis Center has installed frequencies in the southern portion of their airspace that require 720–channel radio capability.

Pilots should be aware that if they fly in the Nabb, IN, or the New Hope, London, and Lexington, KY, area without a 720-channel radio, ATC services will be greatly reduced. Traffic advisories, weather information, airport information, along with any other direct communication services will not be available.

While in this area of Indianapolis Center, pilots witout 720-channel capability will, in most cases, monitor Flight Service Stations. There will be a noticeable delay in all clearance activity. Please ensure that ATC has adequate lead time in the event of problems or clearance requirements.

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD) CHICAGO, ILLINOIS

Chicago O'Hare International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into ''position and hold'' at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into ''position and hold'' during period of darkness, at the intersections listed below.

Runway 10 at Taxiway ZH
Runway 14L at Taxiway U2
Runway 14L at Taxiway V
Runway 28 at Taxiway ZY
Runway 28 at Taxiway ZV
Runway 32R at Taxiway V
Runway 32L at Taxiway T10
Runway 32L at Taxiway M

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower unless the aircraft's position can be verified by the Airport Surface Detection Equipment (ASDE) prior to the issuance of a departure clearance. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only, departures shall not be permitted from any point on the runway other than the intersections listed above, and only one aircraft at a time is permitted to taxi into position and hold on each respective runway.

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS INDIANAPOLIS INTERNATIONAL AIRPORT (IND) INDIANAPOLIS, INDIANA

Indianapolis International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into ''position and hold'' at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into ''position and hold'' during period of darkness, at the intersections listed below.

Runway 23L at Taxiways ''C2'' and ''D2''
Runway 23R at Taxiways ''A2'' and ''B2''

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into ''position and hold'' prior to takeoff clearance.

INTERSECTION DEPARTURES DURING PERIOD OF DARKNESS GENERAL MITCHELL INTERNATIONAL AIRPORT (MKE) MILWAUKEE, WISCONSIN

Milwaukee Mitchell International Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into ''position and hold'' at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into ''position and hold'' during period of darkness, at the intersection listed below.

Runway 19R at Taxiway Victor

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runway shall be used for departures only. Intersection departures will continue to be utilized at other locations between sunset and sunrise.

INTERSECTING RUNWAY OPERATIONS

CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD) CHICAGO, ILLINOIS

Chicago O'Hare International (ORD) Airport Traffic Control Tower (ATCT) has been authorized to conduct intersecting runway operations to Runway 28 and Runway 14R whereby an aircraft departing Runway 28 shall be through the intersection of Runway 14R prior to the arriving aircraft on Runway 14R reaching a point no closer than 5,000 feet from the intersection of both runways.

SIMULTANEOUS OPPOSITE DIRECTION OPERATIONS CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD) CHICAGO, ILLINOIS

Chicago O'Hare International (ORD) Airport Traffic Control Tower (ATCT) has been authorized to conduct arrivals to Runways 14L & 14R while conducting simultaneous opposite direction departures off of runways 09R & 28 during IFR weather conditions. ORD ATCT is authorized to conduct simultaneous converging instrument approaches to runways 14R & 22R while conducting simultaneous opposite direction departures off of runways 09R & 28 during IFR weather conditions.

SIMULTANEOUS ILS APPROACHES WITH ONE GLIDE SLOPE OUT OF SERVICE CHICAGO O'HARE INTERNATIONAL AIRPORT (ORD) CHICAGO, ILLINOIS

Chicago O'Hare International Airport Traffic Control Tower and Chicago TRACON have been authorized to conduct independent simultaneous ILS approaches with the glide slope of one parallel runway inoperative.

ILS PRM (SIMULTANEOUS CLOSE PARALLEL) PROCEDURE FOR PILOTS FILING FLIGHT PLANS TO CLEVELAND–HOPKINS INTERNATIONAL (CLE)

Effective Thursday, May 12, 2005. During the hours of 0700–2200 local, CLE ATCT may utilize ILS PRM and LDA PRM apchs to Runways 6L/6R as weather and arrival traffic demand dictate. Aircraft arriving from the west and north (primarily over ZABER and HIMEZ INT.) should expect ILS PRM Runway 6L, aircraft arriving from the east and south (primarily over CXR and KEATN INT.) should expect LDA PRM Runway 6R. If unable to participate in PRM apchs acft operators are required to contact FAA ATCSCC directly at 1–800–333–4286 or at 703–904–4452 prior to departure to obtain a pre–coordinated arrival time. Non–participating acft may encounter DLAS attributable to PRM flow. Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled Attention All Users of ILS Precision Runway Monitor (PRM) or LDA Precision Runway Monitor (PRM).

SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

CHICAGO, ILLINOIS
CHICAGO O'HARE VOR/DME

DME unlocks can occur periodically due to ground station overload when more than 100 aircraft interrogations are received at the same time. The problem may occur when aircraft are being held in the Chicago (O'Hare) terminal area awaiting approach clearance at O'Hare. Possibilities of the problem occurring are reduced by users deactivating interrogators during nonuse or switching to an ILS DME whenever possible. Deactivating interrogators on the ground is especially important since nearby aircraft cause more overload than distant ones.

MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

CIVIL USE OF MILITARY FIELDS

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission.

Army installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations, prior permission should be requested at least 30 days prior to first intended landing.

An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the U.S.Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands and waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.

CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

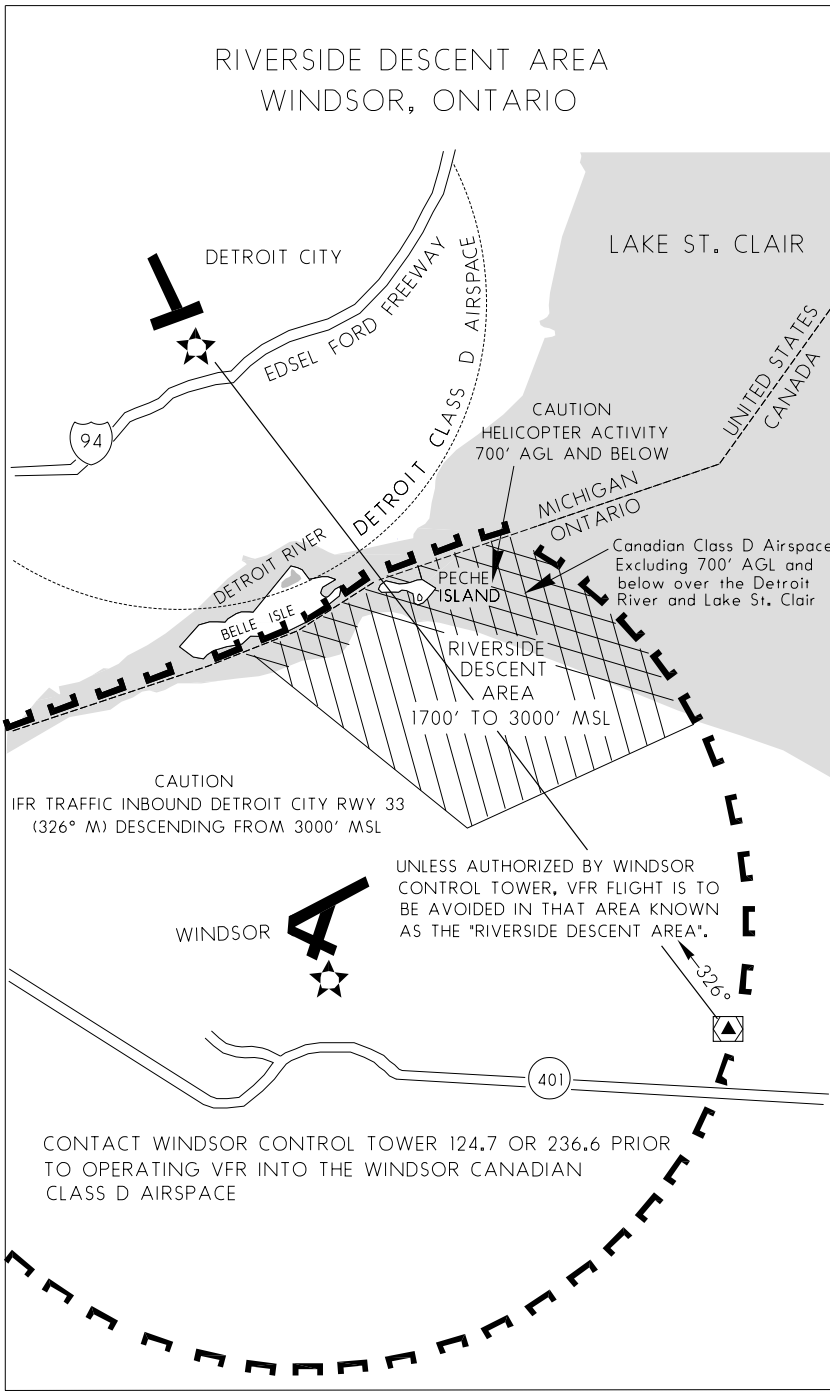
In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

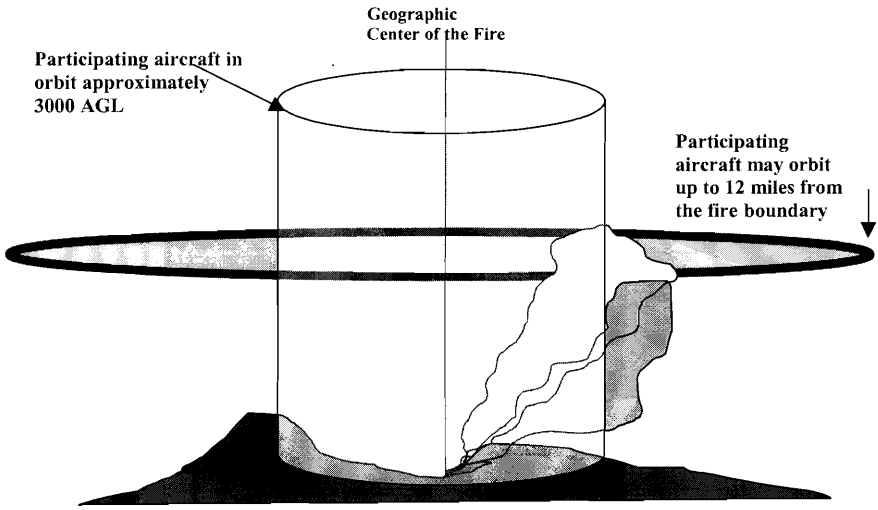
The following have been designated ''Continuous Power Airports,'' and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ)	08	Milwaukee, WI (MKE)	01L
Anchorage, AK (ANC)	07R	Minneapolis, MN (MSP)	30L
Andrews AFB, MD (ADW)	01L	Nashville, TN (BNA)	02L
Atlanta, GA (ATL)	09R	New Orleans, LA (MSY)	10
Baltimore, MD (BWI)	10	New York, NY (JFK)	04R
Bismarck, ND (BIS)	31	New York, NY (LGA)	22
Boise, ID (BOI)	10R	Newark, NJ (EWR)	04R
Boston, MA (BOS)	04R	Oklahoma City, OK (OKC)	35R
Charlotte, NC (CLT)	36L	Omaha, NE (OMA))	14R
Chicago, IL (ORD)	14R	Ontario, CA (ONT)	26L
Cincinnati, OH (CVG)	36C	Philadelphia, PA (PHL)	09R
Cleveland, OH (CLE)	06R	Phoenix, AZ (PHX)	08
Dallas/Fort Worth, TX (DFW)	17C	Pittsburgh, PA (PIT)	10L
Denver, CO (DEN)	35R	Reno, NV (RNO)	16R
Des Moines, IA (DSM)	31	Salt Lake City, UT (SLC)	34L
Detroit, MI (DTW)	03R	San Antonio, TX (SAT)	12R
El Paso, TX (ELP)	22	San Diego, CA (SAN)	09
Fairbanks, AK (FAI)	01L	San Francisco, CA (SFO)	28R
Great Falls, MT (GTF)	03	San Juan, PR (SJU)	08
Honolulu, HI (HNL)	08L	Seattle, WA (SEA)	16C
Houston, TX (IAH)	26L	St. Louis, MO (STL)	30R
Indianapolis, IN (IND)	05L	Tampa, FL (TPA))	36L
Jacksonville, FL (JAX)	07	Tulsa, OK (TUL)	36R
Kansas City, MO (MCI)	19R	Washington, DC (DCA)	01
Los Angeles, CA (LAX)	24R	Washington, DC (IAD)	01R
Memphis, TN (MEM)	36L	Wichita, KS (ICT)	01L
Miami, FL (MIA)	08R		

NOTE—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.


RIVERSIDE DESCENT AREA
WINDSOR, ONTARIO
DETROIT CITY
EDSEL FORD FREEWAY
DETROIT CLASS D AIRSPACE
LAKE ST. CLAIR
UNITED STATES
CANADA
94
CAUTION
HELICOPTER ACTIVITY
700' AGL AND BELOW
MICHIGAN
ONTARIO
DETROIT RIVER
Canadian Class D Airspace
Excluding 700' AGL and
below over the Detroit
River and Lake St. Clair
PECHE
ISLAND
BELLE ISLE
RIVERSIDE
DESCENT
AREA
1700' TO 3000' MSL
CAUTION
IFR TRAFFIC INBOUND DETROIT CITY RWY 33
(326° M) DESCENDING FROM 3000' MSL
UNLESS AUTHORIZED BY WINDSOR
CONTROL TOWER, VFR FLIGHT IS TO
BE AVOIDED IN THAT AREA KNOWN
AS THE "RIVERSIDE DESCENT AREA".
WINDSOR
326°
401
CONTACT WINDSOR CONTROL TOWER 124.7 OR 236.6 PRIOR
TO OPERATING VFR INTO THE WINDSOR CANADIAN
CLASS D AIRSPACE

FIREFIGHTING TRAFFIC AREAS



Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

LORAIN (ELYRIA), OHIO
LORAIN COUNTY AIRPORT TRAFFIC RULE

Part 93, Subpart J, requires each person piloting an airplane landing at the Lorain County Rgnl Airport shall enter the traffic pattern north of the airport and shall execute a right traffic pattern for a landing to the southwest or a left traffic pattern for a landing to the northeast. Each person taking off from the airport shall execute departure turn to the north as soon as practicable after takeoff.

OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS
KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93–1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at http://www.faa.gov. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e–CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll–free telephone number for accessing e–CVRS is 1–800–875–9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll–free areas may access e–CVRS by calling the toll number of 703–707–0568. The Internet web address for accessing the e–CVRS is http://www.fly.faa.gov/ecvrs. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904–4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high–density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904–4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

NOTE: Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e–CVRS.

FSS
TELEPHONE NUMBERS

Flight Service Station (FSS) facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large hub facilities and smaller remote facilities which are interconnected with the hubs.

Selected remote FSS facilities across the contiguous United States have variable part–time operating hours. Because of the interconnectivity between remote and hub facilities, all FSS services are available continuously using published telephone numbers and radio frequencies.

EAST CENTRAL U.S.

ILLINOIS: Kankakee, Greater Kankakee (IKK)–**IKK FSS**

MICHIGAN: Lansing, Capital City (LAN)–**LAN FSS**

Telephone Information Briefing Service (TIBS) is the FSS service that provides continuous recordings of meteorological and/or aeronautical information including area and/or route briefings, airspace procedures and special announcements. A touch–tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings 1–800–WX–BRIEF (1–800–992–7433)

OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) 1–800–4TIBS–WX (1–877–484–2799)

Clearance Delivery Only 1–888–766–8267

Lifeguard Flights Only 1–877–LIF–GRD3 (1–877–543–4733)

Flights within DC SFRA & FRZ * 1–866–225–7410

* District of Columbia Special Flight Rules Area & Flight Restricted Zone

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

TAF KPIT 091730Z 091818 15005KT 5SM HZ FEW020 WS010/31022KT
FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA OVC008CB
FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR
FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC

METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB 18/16 A2992 RMK SLP045 T01820159

Forecast	Explanation	Report
TAF	Message type: TAF-routine or TAF AMD-amended forecast, METAR-hourly, SPECI-special or TESTM-non-commissioned ASOS report	**METAR**
KPIT	ICAO location indicator	**KPIT**
091730Z	Issuance time: ALL times in UTC "Z", 2-digit date, 4-digit time	**091955Z**
091818	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	
	In U.S. **METAR**: CORrected ob; or AUTOmated ob for automated report with no human intervention; omitted when observer logs on	**COR**
15005KT	Wind: 3 digit true-north direction, nearest 10 degrees (or VaRiaBle); next 2-3 digits for speed and unit, KT (KMH or MPS); as needed, Gust and maximum speed; 00000KT for calm; for **METAR**, if direction varies 60 degrees or more, Variability appended, e.g. 180V260	**22015G25KT**
5SM	Prevailing visibility: in U.S., Statute Miles & fractions; above 6 miles in **TAF** Plus6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	**3/4SM**
	Runway Visual Range: R; 2-digit runway designator Left, Center, or Right as needed; "/"; Minus or Plus in U.S., 4-digit value, FeeT in U.S., (usually meters elsewhere); 4-digit value Variability 4-digit value (and tendency Down, Up or No change)	**R28L/2600FT**
HZ	Significant present, forecast and recent weather: see table (on back)	**TSRA**
FEW020	Cloud amount, height and type: SKy Clear 0/8, FEW >0/8-2/8, SCaTtered 3/8-4/8, BroKeN 5/8-7/8, OVerCast 8/8; 3-digit height in hundreds of ft; Towering CUmulus or CumulonimBus in **METAR**; in **TAF**, only CB. Vertical Visibility for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In automated **METAR** reports only, CLeaR for "clear below 12,000 feet"	**OVC010CB**
	Temperature: degrees Celsius; first 2 digits, temperature "/" last 2 digits, dew-point temperature; Minus for below zero, e.g., M06	**18/16**
	Altimeter setting: indicator and 4 digits; in U.S., A-inches and hundredths; (Q-hectoPascals, e.g., Q1013)	**A2992**

KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
WS010/31022KT	In U.S. **TAF**, non-convective low-level (≤2,000 ft) Wind Shear; 3-digit height (hundreds of ft); "/"; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, KT	
	In **METAR**, ReMarK indicator & remarks. For example: Sea-Level Pressure in hectoPascals & tenths, as shown: 1004.5 hPa; Temp/ dew-point in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	**RMK SLP045 T01820159**
FM1930	FroM and 2-digit hour and 2-digit minute **beginning** time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
TEMPO 2022	TEMPOrary: changes expected for < 1 hour and in total, < half of 2-digit hour **beginning** and 2-digit hour **ending** time period	
PROB40 0407	PROBability and 2-digit percent (30 or 40): probable condition during 2-digit hour **beginning** and 2-digit hour **ending** time period	
BECMG 1315	BECoMinG: change expected during 2-digit hour **beginning** and 2-digit hour **ending** time period	

Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.

QUALIFIER

Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

Descriptor

MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing

WEATHER PHENOMENA

Precipitation

DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets

UP Unknown precipitation in automated observations

Obscuration

BR Mist (≥5/8SM)	FG Fog (<5/8SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust

Other

SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility ≥10 km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

UNITED STATES DEPARTMENT OF COMMERCE
NOAA/PA 96052 **National Oceanic and Atmospheric Administration**—National Weather Service

FAA AND NWS
KEY AIR TRAFFIC FACILITIES

Air Traffic Control System Command Center

Main Number.....703–904–4400

RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907–271–5464
Central	816–329–2500
Eastern	718–553–4502
Great Lakes	847–294–7202
New England	781–238–7500
Northwest Mountain	425–227–2500
Southern	404–305–5500
Southwest	817–222–5500
Western Pacific	310–725–6500

AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817–222–5006	7:30 a.m.–4:00 p.m.	505–856–4300
Anchorage	907–271–5936	7:30 a.m.–4:00 p.m.	907–269–1137
Atlanta	404–305–5180	7:30 a.m.–5:00 p.m.	770–210–7601
Boston	617–238–7001	7:30 a.m.–4:00 p.m.	603–879–6633
Chicago	847–294–8400	8:00 a.m.–4:00 p.m.	630–906–8221
Cleveland	847–294–8400	8:00 a.m.–4:00 p.m.	440–774–0310
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–651–4100
Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	817–858–7300
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–5300
Indianapolis	847–294–8400	8:00 a.m.–4:00 p.m.	317–247–2231
Jacksonville	404–305–5180	8:00 a.m.–4:30 p.m.	904–549–1501
Kansas City	816–329–3000	7:30 a.m.–4:00 p.m.	913–254–8500
Los Angeles	661–265–8200	7:30 a.m.–4:00 p.m.	661–265–8200
Memphis	404–305–5180	7:30 a.m.–4:00 p.m.	901–368–8103
Miami	404–305–5180	7:00 a.m.–3:30 p.m.	305–716–1500
Minneapolis	847–294–8400	8:00 a.m.–4:00 p.m.	651–463–5580
New York	718–995–5426	8:00 a.m.–4:40 p.m.	516–468–1001
Oakland	310–725–3300	6:30 a.m.–3:00 p.m.	510–745–3331
Salt Lake City	425–227–1389	7:30 a.m.–4:00 p.m.	801–320–2500
Seattle	425–227–1389	7:30 a.m.–4:00 p.m.	253–351–3500
Washington	718–995–5426	8:00 a.m.–4:30 p.m.	703–771–3401

MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONs)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Chicago	847–294–8400	8:00 a.m.–4:00 p.m.	847–608–5509
Dallas/Ft. Worth	817–222–5006	7:30 a.m.–4:00 p.m.	972–615–2500
Denver	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1500
Houston	817–222–5006	7:30 a.m.–4:00 p.m.	281–230–8400
New York	718–995–5426	8:00 a.m.–4:30 p.m.	516–683–2901
Northern CA	310–725–3300	7:00 a.m.–3:30 p.m.	916–366–4001
Southern CA	310–725–3300	7:30 a.m.–4:00 p.m.	858–537–5800

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

KEY AIR TRAFFIC FACILITIES

DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817–222–5006	8:00 a.m.–5:00 p.m.	505–842–4366
Andrews AFB, MD	718–995–5426	8:00 a.m.–4:30 p.m.	301–735–2380
Baltimore/Washington Intl Thurgood Marshall, MD	718–995–5426	8:00 a.m.–4:30 p.m.	410–962–3555
Boston Logan Intl, MA	781–238–7001	7:30 a.m.–4:00 p.m.	617–455–3100
Bradley Intl, CT	617–238–7001	7:30 a.m.–4:00 p.m.	203–627–3428
Burbank/Bob Hope, CA	310–725–3300	7:00 a.m.–5:30 p.m.	818–567–4806
Charlotte Douglas Intl, NC	404–305–5180	8:00 a.m.–4:30 p.m.	704–344–6487
Chicago Midway, IL	847–294–8400	8:00 a.m.–4:00 p.m.	773–884–3670
Chicago O'Hare Intl, IL	847–294–8400	8:00 a.m.–4:00 p.m.	773–601–7600
Cleveland Hopkins Intl, OH	847–294–8400	8:00 a.m.–4:00 p.m.	216–898–2020
Covington/Cincinnati, OH	708–294–7401	8:00 a.m.–4:30 p.m.	606–767–1006
Dallas/Ft. Worth Intl, TX	817–222–5006	8:30 a.m.–5:00 p.m.	972–615–2531
Dayton Cox Intl, OH	847–294–8400	7:30 a.m.–4:00 p.m.	937–454–7300
Denver Intl, CO	425–227–1389	7:30 a.m.–4:00 p.m.	303–342–1600
Detroit Metro, MI	847–294–8400	8:00 a.m.–4:00 p.m.	734–955–5000
Fairbanks Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–474–0050
Fort Lauderdale Intl, FL	404–305–5180	7:00 a.m.–3:30 p.m.	305–356–7932
George Bush Intercontinental/Houston, TX	817–222–5006	7:30 a.m.–4:00 p.m.	713–230–8400
Hartsfield–Jackson Atlanta Intl, GA	404–305–5180	7:00 a.m.–3:30 p.m.	404–669–1200
Honolulu Intl, HI	310–643–3200	7:30 a.m.–4:00 p.m.	808–840–6100
Houston Hobby, TX	817–222–5006	8:00 a.m.–5:00 p.m.	713–847–1400
Indianapolis Intl, IN	847–294–8400	8:00 a.m.–4:00 p.m.	317–484–6600
Kahului/Maui, HI	310–643–3200	7:30 a.m.–4:00 p.m.	808–877–0725
Kansas City Intl, MO	816–329–3000	7:30 a.m.–4:00 p.m.	816–329–2700
Las Vegas McCarran, NV	310–725–3300	7:30 a.m.–4:00 p.m.	702–262–5978
Los Angeles Intl, CA	310–725–3300	7:00 a.m.–3:30 p.m.	310–342–4900
Memphis Intl, TN	404–305–5180	7:30 a.m.–4:00 p.m.	901–322–3350
Louis Armstrong New Orleans Intl, LA	817–222–5006	7:00 a.m.–4:30 p.m.	504–471–4300
Miami Intl, FL	404–305–5180	7:00 a.m.–4:00 p.m.	305–869–5400
Minneapolis/St. Paul, MN	847–294–8400	8:00 a.m.–4:00p.m.	612–713–4000
Nashville Intl, TN	404–305–5180	7:00 a.m.–3:30 p.m.	615–781–5460
New York Kennedy Intl, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–656–0335
New York La Guardia, NY	718–995–5426	8:00 a.m.–4:30 p.m.	718–335–5461
Newark Liberty Intl, NJ	718–995–5426	8:00 a.m.–4:30 p.m.	973–645–3103
Norman Y. Mineta San Jose Intl, CA	310–643–3200	7:30 a.m.–4:00 p.m.	408–982–0750
Ontario Intl, CA	310–643–3200	7:30 a.m.–4:00 p.m.	909–983–7518
Orlando Intl, FL	404–305–5180	7:30 a.m.–5:00 p.m.	407–850–7000
Philadelphia Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	215–492–4100
Phoenix Sky Harbor Intl, AZ	310–643–3200	7:30 a.m.–4:00 p.m.	602–379–4226
Pittsburgh Intl, PA	718–995–5426	8:00 a.m.–4:30 p.m.	412–269–9237
Portland Intl, OR	425–227–1389	7:30 a.m.–4:00 p.m.	503–493–7500
Raleigh-Durham, NC	404–305–5180	8:00 a.m.–4:30 p.m.	919–840–5544
Ronald Reagan Washington National, DC	718–995–5426	8:00 a.m.–4:30 p.m.	703–413–1535
Salt Lake City, UT	425–227–1389	7:30 a.m.–4:00 p.m.	801–325–9600
San Antonio Intl, TX	817–222–5006	8:00 a.m.–4:30 p.m.	210–805–5507
San Diego Lindbergh Intl, CA	310–725–3300	8:00 a.m.–4:30 p.m.	619–299–0677
San Francisco Intl, CA	310–643–3200	7:00 a.m.–3:30 p.m.	650–876–2883
San Juan Intl, PR	404–305–5180	7:30 a.m.–5:00 p.m.	809–253–8663
Seattle–Tacoma Intl, WA	425–227–1389	7:30 a.m.–4:00 p.m.	206–768–2900
St. Louis Lambert, MO	816–329–3000	7:30 a.m.–4:00 p.m.	314–890–1000
Tampa Intl, FL	404–305–5180	7:30 a.m.–4:00 p.m.	813–371–7700
Ted Stevens Anchorage Intl, AK	907–271–5936	7:30 a.m.–4:00 p.m.	907–271–2700
Teterboro, NJ	718–995–5426	8:00 a.m.–4:30 p.m.	201–288–1889
Washington Dulles Intl, DC	718–995–5426	8:00 a.m.–4:30 p.m.	703–661–6031
West Palm Beach, FL	404–305–5180	8:00 a.m.–4:30 p.m.	407–683–1867
Westchester Co, NY	718–995–5426	8:00 a.m.–4:30 p.m.	914–948–6520

*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel spacing) is required.

ⓇCHICAGO CENTER 127.8 125.2 — **H–2–5–10–12, L–12–27–28–31, A–1**
(KZAU)

Aurora – 123.75
Burlington – 135.6
Chicago Heights – 132.95
Crown Point – 127.8
Danville – 135.75
Des Plaines – 133.2 128.65 120.35
Downers Grove – 135.75 127.6
Dubuque – 127.775 133.95 **125.225**
Ft. Wayne – 126.325 119.85
Goshen – 133.9 135.9 127.55
Grand Rapids – 126.125 128.4
Hampshire – 134.2 133.35
Horicon – 135.55 **132.75 132.225**
Jones – 125.975 120.225
Kankakee – 132.5 120.125 **118.225**
Lafayette – 123.85
Leroy – 119.225
Lone Rock – 133.3
Maple Park – 127.075
Milford – 135.4 132.5 127.45 125.05 120.175
Milwaukee – 134.75 132.3 125.1
Moline – 135.825 118.75
Monee – 133.425
Muskegon – 132.27
Oshkosh – 132.1
Pullman – 128.5
Rockford – 120.375
Rossville 125.375 **120.975**
South Bend – 135.35
Volk Fld 125.05

ⓇCLEVELAND CENTER — **H–2–5–10–11, L–27–28–29–30–31–32, A–2**
(KZOB)

Algonac – 134.775 132.25 **126.525**
Belmont – 135.175 124.425 120.4
Carleton – 134.775 119.95
Chardon – 120.775
Detroit (North) – 120.075
Findlay – 135.1 **127.675**
Flint – 127.7 126.75
Holland – 135.775 121.175
Jackson – 134.65 127.3
Litchfield – 135.725 134.65 120.45
Mansfield – 134.9 **133.375**
Mt Hope – 120.6
Paris – 128.15 120.6
Saginaw – 133.525 127.7
Sandusky – 132.45 127.9 **119.875 119.325**
Waterville – 128.625

Ⓡ INDIANAPOLIS CENTER – 133.425 **132.775 128.375** 125.55 124.525 119.55 — **H–5–9–10–12, L–16–25–26–27–29** **(KZID)**
Brookville – 135.8 135.125 **120.575**
Evansville – **132.525** 128.3
Henryville – **134.275 133.05** 124.775
London – 134.0 **128.775** 126.57 124.8 120.475
Marietta – 125.55
Merwyn – 135.575 **134.7** 123.925
Muncie – 120.65
New Hope – 124.625 121.175
Portsmouth – 135.575 124.225 **120.275**
Rosewood – 128.075
Terre Haute – **134.175** 132.2
Winchester – **128.22** 126.375 **123.775**
Zanesville – **133.775 132.825** 125.075 124.45

Ⓡ KANSAS CITY CENTER – **135.3** — **H–5–6, L–10–15–16–27, A–2** **(KZKC)**
Decatur – 132.1 124.3
Effingham – **135.05 133.225** 124.3
Kirksville – **134.625** 132.6
Marion – 125.3
Mt Vernon – **132.875** 127.7
Quincy – 135.525
St Charles – 125.9 121.25
St Louis – 128.1 **127.225** 125.5
Vandalia – **125.725**

Ⓡ MINNEAPOLIS CENTER — **H–2–5–10–11, L–10–12–13–14–27–28–31** **(KZMP)**
Central Wisconsin – 124.4
Duluth – **134.675 134.55** 134.55 127.9
Eau Claire – **133.75** 125.3
Escanaba – 127.65
Farmington – 133.7
Flying Cloud – 133.7 121.05
Green Bay – 125.55
Hayward – 126.45
Houghton – 127.2
Iron Mountain – **133.45** 121.25
Ironwood – 133.55
La Crosse – 128.6 118.85
Mosinee – 124.4
Pellston – 134.6 **132.425**
Princeton – 121.05
Rhinelander – **123.725** 133.65
Rochester – 132.35
Saginaw – 118.05
Sawyer – 119.1
Swinns Valley – **135.7** 134.85
Traverse City – 132.9
White Cloud – **132.55** 120.85

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. ''T'' indicates transmit only and ''R'' indicates receive only. RCO's available at NAVAIDS are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

CLEVELAND AFSS

AKRON VOR/DME 114.4T 122.1R
BELLAIRE VOR/DME 117.1T 122.1R
BRIGGS VOR/DME 112.4T 122.1R
CHARDON VOR/DME 112.7T 122.1R
CLEVELAND RCO 122.1R 122.2 **122.35**
DRYER VOR/DME 113.6T 122.1R
FINDLAY VORTAC 108.2T 122.1R 122.2 **122.65**
JEFFERSON VOR/DME 115.2T 122.1R
MANSFIELD VORTAC 108.8T 122.1R **122.6**
NEWCOMERSTOWN VOR/DME 111.8T 122.1R
SANDUSKY VOR/DME 109.2T 122.1R
WATERVILLE VOR/DME 113.1T 122.1R
YOUNGSTOWN VORTAC 109.0T 122.1R 122.2
ZANESVILLE VOR/DME 111.4T 122.1R 122.2 **122.5**

DAYTON AFSS

ALLEN COUNTY VOR 108.4T 122.1R
ATHENS–ALBANY RCO 122.25
APPLETON VORTAC 116.7T 122.1R
CINCINNATI RCO **122.4**
COLUMBUS RCO 122.2 **122.3**
DAYTON RCO 114.5T 122.1R 122.2 **122.55**
DAYTON VOR/DME 114.5T 122.1R
GALLIPOLIS RCO 121.65
HILLSBORO RCO 122.2
ROSEWOOD VORTAC 117.5T 122.1R
YELLOW BUD VOR 112.5T 122.1R

GREEN BAY AFSS

ASHLAND RCO 122.25
BLACK RIVER FALLS RCO 122.5
CHIPPEWA RCO 123.65
DELLS VORTAC 117.0T 122.1R
EAU CLAIRE RCO 122.65 123.6
ESCANABA RCO 122.3
FALLS VOR/DME 110.0T 122.1R
FOND DU LAC RCO 122.5
GREEN BAY RCO 122.2 122.55
HANCOCK RCO **122.525** 123.65
HAYWARD VOR/DME 113.4T 122.1R
IRON MOUNTAIN VOR/DME 111.2T 122.1R
IRONWOOD RCO 122.3
JANESVILLE VOR/DME 114.3T 122.1R
KENOSHA VOR/DME 109.2T 123.6R
LA CROSSE RCO 122.2 122.35
LONE ROCK RCO 122.35
MACKINAC ISLAND RCO 122.35
MADISON RCO 122.6
MARSHFIELD RCO 122.55
MANITOWOC VOR/DME 111.0T 122.1R
MENOMINEE VOR/DME 109.6T 122.1R
MILWAUKEE RCO 122.4 122.65
MOSINEE RCO **122.525**
NEWBERRY RCO 122.4
OSHKOSH VORTAC 111.8T 122.1R 122.25
PHILLIPS RCO 122.05
PLATTEVILLE RCO 122.5
PRAIRIE DU CHIEN RCO 122.25
RHINELANDER VORTAC 109.2T 122.1R
RICE LAKE RCO 122.3
SAULT STE MARIE VOR/DME 112.2T 122.1R
SAWYER RCO 123.6
SCHOOLCRAFT COUNTY RCO 122.25
SIREN VOR/DME 109.4T 122.1R
STEVENS POINT VORTAC 110.6T 122.1R
TIMMERMAN VOR/DME 112.5T 123.6R
WAUSAU RCO 122.4
WEST BEND VOR 109.8T 122.1R
WISCONSIN RAPIDS RCO 122.45
WOODRUFF RCO 122.6

KANKAKEE AFSS

BLOOMINGTON VOR/DME 108.2T 123.6R
BRADFORD VORTAC 114.7T 122.05R 123.6
CHICAGO HEIGHTS VORTAC 114.2T 122.1R
CHICAGO MEIGS RCO **122.15**
DUPAGE VOR/DME 108.4T 122.1R 122.3
GALESBURG VOR/DME 109.8T 122.1R
JOLIET VORTAC 112.3T 122.1R 122.5
KANKAKEE VOR/DME 111.6T 122.1R 122.2
MACOMB RCO **122.15**
MOLINE RCO **122.6**
NEW LENOX RCO 122.5
PEORIA RCO 122.35
PEOTONE VORTAC 113.2T 122.05R
POLO VOR/DME 111.2T 122.1R
PONTIAC VOR/DME 109.6T 122.1R
ROCKFORD VOR/DME 110.8T 122.1R 122.65
WAUKEGAN RCO 122.55

LANSING AFSS

ALPENA VORTAC 108.8T 122.1R
BAD AXE RCO 122.65
BATTLE CREEK RCO 122.2
BARRIEN SPRINGS RCO 121.625
CARLETON VORTAC 115.7T 122.1R
DETROIT RCO 122.2 **122.55**
FLINT RCO 122.3
GAYLORD RCO 122.55
GRAND RAPIDS VOR/DME 115.95T 122.1R
JACKSON RCO 122.2
KALAMAZOO VOR/DME 109.0T 122.1R
KEELER VOR/DME 116.6T 122.1R
LANSING RCO 122.2
LITCHFIELD VOR/DME 111.2T 122.1R
LUDINGTON RCO 122.45
MANISTEE VOR/DME 111.4T 122.1R
MOUNT PLEASANT RCO 122.6
MUSKEGON RCO 122.5
PECK VORTAC 114.0T 122.1R
PELLSTON RCO 122.2 122.3 123.6
PONTIAC VORTAC 111.0T 122.15R
PULLMAN VOR/DME 112.1T 122.1R
SAGINAW RCO 122.2 122.4
SALEM VORTAC 114.3T 122.1R
TRAVERSE CITY RCO 122.2 **122.65**
WEST BRANCH RCO 122.35
WHITE CLOUD VORTAC 117.6T 122.1R

SAINT LOUIS AFSS 122.2 122.45

BIBLE GROVE VORTAC 109.0T 122.05R
CENTRALIA VORTAC 115.0T 122.1R
CHAMPAIGN VORTAC 110.0T 122.1R 122.45
DANVILLE VORTAC 111.0T 122.1R
DECATUR VORTAC 117.2T 122.1R 122.3
MARION VOR/DME 110.4T 122.1R
MATTOON VOR/DME 109.4T 123.6R
MOUNT VERNON VOR/DME 113.8T 122.05R
QUINCY VORTAC 113.6T 122.1R 122.5
ROBERTS VOR/DME 116.8T 122.1R
SAINT LOUIS REGIONAL RCO 122.05
SAMSVILLE VOR/DME 116.6T 122.1R
SPINNER VORTAC 112.7T 122.25
VANDALIA VORTAC 114.3T 122.1R

TERRE HAUTE AFSS

CROWNPOINT RCO 123.65
EVANSVILLE RCO 122.65
FORT WAYNE RCO 122.2 122.45
GOSHEN VORTAC 113.7T 122.1R
HOOSIER VORTAC 110.2T 122.1R
INDIANAPOLIS RCO 122.55
KNOX VOR/DME 115.6T 122.1R
KOKOMO VORTAC 113.5T 122.1R
LAFAYETTE RCO 122.2 122.35
MUNCIE VOR/DME 114.4T 122.1R
NABB VORTAC 112.4T 122.1R
OSGOOD RCO 122.25
RICHMOND VORTAC 110.6T 122.1R
SHELBYVILLE VORTAC 112.0T 122.1R
SOUTH BEND RCO 122.6
TERRE HAUTE RCO **122.65**
WASHINGTON RCO 122.2

FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office–Federal Aviation Administration.

ILLINOIS

DuPage Airport
31W775 North Avenue
West Chicago, Illinois 60185–1056
Telephone: 630–443–3100

Capital Airport
1250 North Airport Drive, Suite 1
Springfield, Illinois 62707-8417
Telephone: 217–744–1910

9950 West Lawrence Ave., Suite 400
Schiller Park, Illinois 60176
Telephone: 847–928–8000

INDIANA

8303 W. Southern Avenue
Indianapolis, Indiana 46241
Telephone: 317–487–2400

1843 Commerce Drive, Suite 200
South Bend, Indiana 46628
Telephone: 219–245–4600

MICHIGAN

3196 Kraft Ave. SE, Suite 103
Grand Rapids, Michigan 49512
Telephone: 616–954–6657

Willow Run Airport
8800 Beck Road
Belleville, Michigan 48111
Telephone: 734–487–7222

OHIO

Great Northern Technology Park II
25249 Country Club Blvd.
North Olmsted, Ohio 44070
Telephone: 440–686–2001

Lunken Airport Executive Building
Ground Floor
4242 Airport Road
Cincinnati, Ohio 45226
Telephone: 513–979–6400

Port Columbus International Airport
2780 Airport Drive, Suite 300
Columbus, Ohio 43219
Telephone: 614–255–3120

WISCONSIN

General Mitchell Intl Airport
4915 S. Howell Ave.
Milwaukee, Wisconsin 53207
Telephone: 414–486–2920

PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their route of flight, to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and en route flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, en route and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.

2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).

3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.

4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.

5. Where more than one route is listed the routes have equal priority for use.

6. Official location identifiers are used in the route description for VOR/VORTAC navaids.

7. Intersection names are spelled out.

8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39); another navaid radial (e.g., UIM UIM255 GSW031); or an intersection (e.g., GSW081 FITCH).

9. Where two navaids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.

10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.

11. (90–170 incl) altitude flight level assignment in hundred of feet.

12. The notations ''pressurized'' and ''unpressurized'' for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.

13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.

Sun ..... 1300–2259 local time.
Mon thru Fri ..... 0701–2259 local time.
Sat ..... 0701–1459 local time.

14. Use current SIDs and STARSs for flight planning.

15. For high altitude routes, the portion of the routes contained in brackets [ ] is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
CHICAGO METRO AREA		
From Midway (MDW) or O'Hare (ORD)		
Atlanta (ATL)	EON V171 TTH V243 GQO V333 DALAS ATL	
Denver (DEN)	SIMMN V172 OBH V219 HCT V8 DVV	
Indianapolis (IND)	EON V399 KENLA V128 JELLS	
Louisville (LOU)	EON V171 TTH V243 IIU279 CHERI	1100–0300
Memphis (MEM)	RBS V429 MWA V67 CNG V11 MIOLA	1600–2300
Miami (MIA)	EON V171 TTH V243 LGC V321 PZD V159 CTY V7 LAL V157 LBV V529 V35 CURVE	1100–0300
Pittsburgh (PIT)	GIJ V6 DJB V30 ACO V337 CUTTA	1100–0300
San Francisco (SFO)	SIMMN V172 PLL V158 DBQ V100 MBW V6 FMG V6	
Tampa (TPA)	EON V171 TTH V243 LGC V321 PZD V159 CTY V35 ENDED or (GPS or DME/DME–IRU Equipped) EON V171 TTH V243 LGC V321 PZD V159 CTY V35 ENDED	

Terminals	Route	Effective Times (UTC)
Tulsa (TUL)	MZV BRL V63 SGF V14	0000–2359
Washington Natl (DCA)	EON V144 ESL V4 MANNE	1100–0300
From Midway (MDW) only		
Des Moines (DSM)	SIMMN V172 TNU	1100–0300
Detroit Metro–Wayne Co. (DTW)	GIJ V10 LFD MIZAR–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)	GIJ V10 LFD CRUXX–STAR	
Windsor (YQG)		
Young (DET)	GIJ ELX V218 LAN SPRTN–STAR	
Kansas City (MKC)	MZV BRL V10 IRK BQS–STAR	1100–0300
Omaha (OMA)	SIMMN V172 OVR	0000–2359
From O'Hare (ORD) only		
Cleveland (CLE)	GIJ V6 VWV WAKEM–STAR	1100–0300
Des Moines (DSM)	SIMMN V172 TNU	0000–2359
Detroit Metro–Wayne Co (DTW)	PETTY MKG POLAR–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)		
Windsor (YQG)		
Young (DET)	MUSKY V100 ELX V218 LAN SPRTN–STAR	
Kansas City (MKC)	MZV BRL V10 IRK BQS–STAR	
Memphis (MEM)	RBS V429 MWA V67 CNG V11 MIOLA	0000–2359
Muskegon (MKG)	PETTY V216	
Omaha (OMA)	SIMMN V172 OVR	0000–2359
Saginaw (MBS)	PETTY MKG V216	
From O'Hare (ORD) and North Satellite Airports		
Detroit Metro–Wayne Co. (DTW)	(150–230 incl) PETTY MKG POLAR–STAR	1100–0300
CINCINNATI METRO AREA (CVG, LUK)		
Detroit/Wayne (DTW)	DQN MIZAR–STAR	1100–0300
Detroit Satellites:		
Ann Arbor (ARB)	DQN CRUXX–STAR	1100–0300
Pontiac (PTK)		
Willow Run (YIP)	DQN CRUXX–STAR	
Windsor (YQG)		
Young (DET)	V275 KLINE VWV VWV064 LYNTN	
From COVINGTON (CVG) only		
Atlanta (ATL)	V97 VXV V267 HRS V463 WOMAC	1100–0300
Chicago Midway (MDW)	V128 VHP BVT V97 CGT	1100–0300
Chicago O'Hare (ORD)	V128 VHP BVT V97 CGT V7 BEBEE	1100–0300
Indianapolis (IND)	V128 VHP	1100–0300
Knoxville (TYS)	HYK V97	
Louisville (SDF)	CVG206 IIU055 IIU	1100–0300
Pittsburgh (PIT)	(60–170 incl) V128 YRK V44 JPU V117 WISKE WISKE–STAR	1100–0300
CLEVELAND METRO AREA (CLE, CGF, BKL, LNN, LPR)		
Baltimore (BWI)	(90–170 incl) ACO AIR V75 MGW V44 MRB V3 EMI	1100–0300
Boston (BOS)	(60–170 incl) V522 ERI V270 CFB V72 ALB V2 GDM GDM–STAR	1100–0300
Buffalo (BUF)	(60–170 incl) V522 ERI V43 WELLA	
Chicago Midway (MDW)	(60–170 incl) SKY VWV V126 CGT	1100–0300
Chicago O'Hare (ORD)	(60–170 incl) V45 VWV V126 HALIE V340 BEARZ	1100–0300
Columbus (CMH)	(60–170 incl) DJB DJB173 HERAK APE035 APE	
Dayton (DAY)	(60–170 incl) OBRLN–DP ROD	
Detroit/Wayne (DTW)	(60–170 incl) DJB DJB314 GEMNI GEMNI–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		

Terminals	Route	Effective Times (UTC)
Willow Run (YIP)		
Windsor (YQG)		
Young (DET)	(60–170 incl) DJB LLEEO–STAR	1100–0300
Indianapolis (IND)	(60–170 incl) OBRLN–DP MIE MIE244 CLANG CLANG–STAR	
Pittsburgh (PIT)	(60–170 incl) ACO V337 CUTTA	1100–0300
Rochester (ROC)	(60–170 incl) V522 ERI V14 BUF V2 CLUNG	1100–0300
Washington Dulles (IAD)	(90–170 incl) ACO AIR V75 MGW V144 ESL V4 AML	1100–0300
	or	
	(90–170 incl) ACO AIR V75 MGW V44 MRB AML	1100–0300
Washington Natl (DCA)	(90–170 incl) ACO AIR V75 MGW V144 ESL V4 AML	1100–0300
COLUMBUS (CMH)		
Cleveland (CLE)	(60–170 incl) V43 TVT KEATN–STAR	1100–0300
Pittsburgh (PIT)	(60–170 incl) APE V12 CTW WISKE–STAR	1100–0300
Toledo (TOL)	V493 VWV	1100–0300
DAYTON (DAY)		
Chicago Midway (MDW)	V55 V422 CGT	1100–0300
Chicago O'Hare (ORD)	V55 FWA V340 BEARZ	1100–0300
Cleveland (CLE)	DQN ABERZ–STAR	1100–0300
Detroit Metro–Wayne Co (DTW)	DQN MIZAR–STAR	1100–0300
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)	DQN CRUXX–STAR	
Windsor (YQG)		
Young (DET)	V275 KLINE VWV VWV064 LYNTN	
Washington Dulles (IAD)	(90–170 incl) ZZV V144 ESL V4 AML	1100–0300
	or	
	(90–170 incl) ZZV V14 MGW V44 MRB AML	1100–0300
Washington Natl (DCA)	(90–170 incl) ZZV V144 ESL V4 AML	1100–0300
DETROIT METRO AREA (Detroit Metro–Wayne Co & Satellites)		
Albany (ALB)	(60–170 incl) TYCOB V116 BFD V72	1100–0300
Atlantic City (ACY)	(60–170 incl) ERRTH–DP CXR YNG V6 SEG V170 MXE V184	1100–0300
Boston (BOS)	(60–170 incl) TYCOB V116 BFD V72 ALB V2 GDM	1100–0300
Buffalo (BUF)	(60–170 incl) TYCOB V90 DKK	1100–0300
Chicago Midway (MDW)	HARWL JXN V116 LEROY GSH CGT	1100–0300
Chicago O'Hare (ORD)	FWA–DP FWA KNOX–STAR	
	or	
	FWA–DP FWA WATSON (RNAV)–STAR	
	or	
	HARWL JXN V116 ELX V100 DEERE	
	or	
	GRR MKG V510 FAH BJB OBK	
Cleveland (CLE)	MAARS ACO319 HIMEZ HIMEZ–STAR	
Columbus (CMH)	CAVVS VWV FDY V279 GUNNE	1100–0300
Fort Wayne (FWA)	(60–170 incl, Props) HARWL JXN V221	1100–0300
	or	
	(60–170 incl, Jets) ANNTS DXO217 FWA071	1100–0300
Indianapolis (IND)	HARWL JXN V221 MIE V14 CLANG–STAR	1100–0300
Milwaukee (MKE)	(60–170 incl) DUNKS V170 PMM V170 PETTY	1100–0300
Montreal (CYUL)	(60–170 incl) TYCOB V116 ERI V270 ELZ V501 SYR MSS V203 FRANX FRANX–STAR	1100–0300
Pittsburgh (PIT)	(60–170 incl) ACO CUTTA–STAR	1100–0300
Rochester (ROC)	(60–170 incl) TYCOB YQG 098 SURLY DKK V14 BUF	1100–0300
Syracuse (SYR)	(60–170 incl) TYCOB V116 ERI V14 GEE V84	1100–0300
Washington Natl (DCA)	(60–170 incl) ACO AIR V75 MGW V144 ESL V4 MANNE	1100–0300
Westchester Co (HPN)	(60–170 incl) TYCOB V116 ERI V270 V433 V157 HAARP	1100–0300
	or	

Terminals	Route	Effective Times (UTC)
	(60–170 incl, props less than 250 kts) TYCOB V116 ERI V270 V433 V123 HAARP	1100–0300
FORT WAYNE (FWA)		
Moline (MLI)	V144 BDF V156 MZV	0000–2359
Rockford (RFD)	V144 SMARS V128	0000–2359
GREATER PEORIA RGNL (PIA)		
Chicago Midway (MDW)	PIA PIA056 MOTIF JOT	
Chicago O'Hare (ORD)	PIA PIA035 V10 PLANO	
INDIANAPOLIS (IND)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	(RNAV only/60–170 incl) DQN TOOOK MFD ABERZ ABERZ–STAR or (all others/60–170 incl) DQN MFD MFD048 ABERZ ABERZ–STAR	
Detroit Metro–Wayne Co (DTW)	FWA MIZAR–STAR FWA CRUXX–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)	FWA CRUXX–STAR	
Windsor (YQG)		
Young (DET)	V275 KLINE VWV VWV051 POOFE	
Evansville (EVV)	V305	
Kansas City (MKC)	V50 SPI BQS–STAR	0000–2359
Pittsburgh (PIT)	(60–170 incl) V50 DQN V12 CTW WISKE–STAR	1100–0300
Springfield (SGF)	V11 PXV V190 or TTH BIB V72 FAM V190	0000–2359 0000–2359
Tulsa (TUL)	V11 PXV V190 SGF V14	0000–2359
Wichita (ICT)	TTH BIB V72 ENL V234 EMP V12	0000–2359
MILWAUKEE (MKE)		
Detroit Metro–Wayne Co (DTW)	(60–170 incl) SQUIB MKG POLAR–STAR	
Detroit Satellites:		
Ann Arbor (ARB)		
Pontiac (PTK)		
Willow Run (YIP)		
Windsor (YQG)		
Young (DET)	GRR LAN SPRTN–STAR	
MOLINE (MLI)		
Fort Wayne (FWA)	V156 BDF V144	0000–2359
South Bend (SBN)	V156 BDF V144 MAPPS V156	0000–2359
ROCKFORD (RFD)		
Fort Wayne (FWA)	V128 SMARS V144	0000–2359
South Bend (SBN)	V128 SMARS V144 MAPPS V156	0000–2359
SOUTH BEND (SBN)		
Moline (MLI)	V156 MAPPS V144 BDF V156 MZV	0000–2359
Rockford (RFD)	V156 MAPPS V144 SMARS V128	0000–2359
SPRINGFIELD (SPI)		
Chicago Midway (MDW)	PNT MOTIF–STAR	0000–2359
Chicago O'Hare (ORD)	PNT V227 PLANO	0000–2359
Springfield (SGF)	V50 UIN V63 SGF V14	0000–2359
Tulsa (TUL)	V50 UIN V63 SGF V14	0000–2359
TERRE HAUTE (HUF)		
Kansas City (MKC)	V50 SPI BQS–STAR	0000–2359
Springfield (SGF)	V7 PXV V190	0000–2359
Tulsa (TUL)	V7 PXV V190 SGF V14	0000–2359

SPECIAL LOW ALTITUDE DIRECTIONAL ROUTES

	Route	Effective Times (UTC)
Low Altitude IFR single–direction route for traffic overflying ZOB ARTCC landing at ORD:		
Westbound	JXN V116 ELX V100 DEERE	
Low Altitude IFR single–direction route for traffic overflying ZOB ARTCC landing at ORD:		
Westbound	OXI KNOX–STAR	

HIGH ALTITUDE

Terminals	Route	Effective Times (UTC)
AKRON (CAK)		
Detroit/Wayne (DTW)	DJB DJB314 GEMNI GEMNI–STAR	
CHICAGO METRO AREA (ORD, MDW)		
Atlanta (ATL)	(RNAV only) GUIDO J73 PXV BNA ERLIN (RNAV)–STAR or (all others) GUIDO J73 PXV BNA ROME–STAR	
Baltimore (BWI)	GIJ J146 J34 DJB J162 MGW EMI–STAR	
Birmingham (BHM)	EON DNB BNA VUZ	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 OTK PRRIE (RNAV)–STAR	
Boston (BOS)	ELX CRL J554 JHW J82 ALB GDM GDM–STAR	
Bristol/Johnson/Kingsport (TRI)	EON DNV VHP J24 FLM HMV	
Charleston (CHS)	EON DNV VHP J24 FLM	
Charleston (CRW)	EON DNV VHP J24 FLM HVQ	
Charlotte (CLT)	EON DNV VHP J24 FLM JOHNS (RNAV)–STAR	
Chattanooga (CHA)	EON DNV	
Cincinnati (CVG)	(RNAV only) EON DNV CEGRM (RNAV)–STAR or (all others) EON DNV SHELBYVILLE–STAR	
Columbia (CAE)	EON DNV VHP J24 FLM	
Columbus (CMH)	GIJ GIJ092036 FWA J178 APE	
Dallas/Fort Worth (DFW)	RBS STL RZC FSM BYP	
Dayton (DAY)	GIJ GIJ092036 FWA ROD DQN	
Denver (DEN)	IOW DSM J10 LBF SAYGE–STAR or PLL PLL275065 FOD J94 ONL J114 SNY LANDR–STAR	
Detroit/Wayne (DTW)	PETTY MKG POLAR–STAR	
Evansville (EVV)	GUIDO	
Fort Lauderdale (FLL)	GUIDO J73 SZW J43 PIE FORTL–STAR or EON DNV TTH SWAPP ATL J89 HITTR PIE FORTL–STAR or (GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 OTK JINGL (RNAV)–STAR	
Greensboro (GSO)	EON DNV VHP J24 FLM	
Greer (GSP)	EON DNV VHP J24 FLM SOT SUG V185 UNMAN	
Harrisburg (MDT)	GIJ J146 J34 DJB J518 J152 HAR	
Huntsville (HSV)	EON DNV	
Jacksonville (JAX)	EON DNV TTH SWAPP ATL AMG ALMA–STAR	
Kennedy (JFK)	ELX CRL J554 JHW J70 LVZ LENDY–STAR	
Knoxville (TYS)	EON DNV VHP J24 FLM J43 VXV	
La Guardia (LGA)	GIJ J146 MIP MIP–STAR	
Memphis (MEM)	RBS FAM ARG GQE–STAR or GUIDO J73 PXV WLDER–STAR	
Miami (MIA)	GUIDO J73 SZW J43 PIE CYY–STAR or (Turbojets–GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL SZW SSCOT (RNAV)–STAR	
Myrtle Beach (MYR)	EON DNV VHP J24 FLM	
Nashville (BNA)	EON DNV TTH HEHAW–STAR	
Newark (EWR)	ELX CRL J584 SLT FQM–STAR	
Norfolk (ORF)	EON DNV VHP J24 MOL TERKS–STAR	
Oakland (OAK)	PLL PLL275065 FOD J94 ONL J148 OAL MOD or PLL PLL275065 FOD J94 LCU J158 MVA	1500–0400

Terminals	Route	Effective Times (UTC)
Orlando Exec (ORL)	EON DNV TTH BWG GQO ATL J89 OTK LEESE–STAR	
Orlando Intl (MCO)	EON DNV TTH SWAPP ATL J89 OTK LEESE–STAR	
Philadelphia (PHL)	GIJ J146 CXR EWC JST BUNTS–STAR	
Phoenix (PHX)	MZV STJ J18 FTI J19 ZUN BUNTR–STAR	1200–0400
	or	
	IOW J192 PWE J64 PUB ALS J102	
Pittsburgh (PIT)	GIJ J146 J34 DJB ACO V337 CUTTA	
Pottstown (PTW)	GIJ J146 CXR EWC JST	
Raleigh–Durham (RDU)	EON DNV VHP J24 FLM BKW ROA SBV–STAR	
Richmond (RIC)	EON DNV VHP J24 FLM MOL FAK	
Roanoke (ROA)	EON DNV VHP J24 FLM	
St. Petersburg–Clearwater (PIE)	GUIDO J73 SZW DARBS–STAR	
San Francisco (SFO)	PLL PLL275065 FOD J94 FMG ILA PYE	1500–0400
San Jose (SJC)	PLL PLL275065 FOD J94 FMG HYP–STAR	
	or	
	DBQ J94 LCU HYP–STAR	1500–0400
Sarasota/Bradenton (SRQ)	GUIDO J73 PXV J73 SZW CLAMP–STAR	
Tampa (TPA)	GUIDO J73 PXV J73 SZW DARBS–STAR	
	or	
	(GPS or DME/DME–IRU equipped) GUIDO J73 PXV J73 SZW FOXX (RNAV)–STAR	
Toledo (TOL)	GIJ J146 PLAIN VWV	
Washington Dulles (IAD)	GIJ J146 J34 BUCKO–STAR	
Washington Natl (DCA)	GIJ J146 J34 SHAAR WZRRD–STAR	
	or	
	(GPS or DME/DME–IRU equipped) GIJ J146 J34 BUCKO ELDEE (RNAV)–STAR	
	or	
	GIJ J146 J34 SHAAR ELDEE (RNAV)–STAR	
West Palm Beach (PBI)	(all others) EON DNV TTH SWAPP ATL OTK WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK WLACE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) EON DNV TTH IIU J99 VXV J43 WLACE (RNAV)–STAR	
	or	
	(all others) ORD EON DNV TTH SWAPP ATL OTK WLACE (RNAV)–STAR	
Windsor Locks (BDL)	ELX CRL J554 JHW J82 WILET RKA292 RKA SWEDE–STAR	
CHICAGO Midway (MDW) only		
Albany (ALB)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82	
Allentown (ABE)	LEWKE GIJ J146 FJC	
Atlanta (ATL)	CMSKY CARYN CYBIL PXV J73 BNA ROME–STAR	
	or	
	CMSKY CARYN CYBIL PXV BNA ERLIN (RNAV)–STAR	
Baltimore (BWI)	LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER–STAR	
Birmingham (BHM)	CMSKY CARYN CYBIL PXV	
Bristol/Johnson/Kingsport (TRI)	EARND ELANR EMMLY ETAME EMEGE FLM	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) GUIDO J73 SZW PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 OTK PRRIE (RNAV)–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PRRIE (RNAV)–STAR	
Boston (BOS)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 ALB GARDNER–STAR	

Terminals	Route	Effective Times (UTC)
Buffalo (BUF)	LEWKE GIJ EVOTE NELLS KEEHO DKK	
Charleston (CHS, CRW)	EARND ELANR EMMLY ETAME EMEGE FLM	
Charlotte (CLT)	EARND ELANR EMMLY ETAME FLM JOHNS (RNAV)–STAR	
Chattanooga (CHA)	DENNT DARCY DREGS DONVE BWG	
Cincinnati (CVG)	DENNT DARCY DNV CEGRM (RNAV)–STAR or DENNT DARCY DNV SHB–STAR	
Cleveland (CLE)	ELX CRL HIMEZ–STAR or LEWKE GIJ CRL HIMEZ–STAR	
Columbia (CAE)	EARND ELANR EMMLY ETAME EMEGE FLM	
Columbus (CMH)	LEWKE GIJ SEWTO FWA GUNNE–STAR	
Dallas/Fort Worth (DFW)	ACITO ADELL ARLYN STL RZC FSM BONHAM–STAR	
Detroit Metro–Wayne Co (DTW)	GIJ LFD MIZAR–STAR	
Detroit Metro Area (ARB, PTK, YIP)	GIJ LFD CRUXX–STAR	
Detroit Metro Area (DET, CYQG)	GIJ LAN SPRTN–STAR	1200–0400
Evansville (EVV)	DENNT DARCY DREGS DONVE	
Fort Lauderdale (FLL)	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)–STAR or (GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)–STAR or EON DNV TTH IIU J99 VXV J46 AMG TAY JINGL (RNAV)–STAR or (GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 OTK JINGL (RNAV)–STAR	
Fort Myers (RSW)	CMSKY CARYN CYBIL PXV J73 SZW TYNEE (RNAV)–STAR or (GPS or DME/DME–IRU equipped) GUIDO J73 PXV J73 SZW TYNEE (RNAV)–STAR	
Greensboro (GSO)	EARND ELANR EMMLY ETAME FLM PSK SMOKN–STAR	
Greenville–Spartanburg (GSP)	EARND ELANR EMMLY ERECO IIU	
Houston (HOU)	(GPS or DME/DME–IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB ROKIT (RNAV)–STAR or (Non–advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB TXMEX (RNAV)–STAR or (Non–advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS–STAR	
Huntsville (HSV)	DENNT DARCY DREGS DONVE BWG	
Islip (ISP)	LEWKE GIJ EVOTE NELLS KEEHO JHW J70 STW LENDY	
Jacksonville (JAX)	DENNT DARCY DREGS DUMGE SWAPP AMG ALMA–STAR	
La Guardia (LGA)	LEWKE GIJ J146 ETG MILTON–STAR	
Memphis (MEM)	BACEN BLOKR BEKKI FAM ARG GILMORE–STAR or CMSKY CARYN CYBIL PXV WLDER–STAR	
Miami (MIA)	DENNT DARCY DREGS DUMGE SWAPP ATL SZW J43 PIE CYPRESS–STAR or (Turbojets–GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL SZW J86 OTK SSCOT (RNAV)–STAR	

Terminals	Route	Effective Times (UTC)
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) GUIDO J73 SZW SSCOT (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) EON DNV TTH IIU J99 VXV J46 AMG TAY SSCOT (RNAV)–STAR	
	or	
	EON DNV TTH SWAPP ATL SZW J43 PIE CYPRESS–STAR	
Minneapolis (MSP)	BAE EAU–STAR	1200–0400
Manchester (MHT)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 ALB EEN	
Nashville (BNA)	CMSKY CARYN CYBIL PXV CCT HEHAW–STAR	
Newark (EWR)	LEWKE GIJ EVOTE NELLS KEEHO J584 SLT FQM WILLIAMSPORT–STAR	
New Orleans (MSY)	BACEN BLOKR BEKKI ENL J71 MEM J35 MCB RYTHM–STAR	
Norfolk (ORF)	EARND ELANR EMMLY ETAME EMEGE FLM J24 MOL TERKS–STAR	
Orlando (MCO/ORL)	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PIGLT (RNAV)–STAR	
	or	
	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK LEESE–STAR	1100–0400
Phoenix (PHX)	MZV J18 FTI J19 ZUN EAGUL (RNAV)–STAR	1200–0400
	or	
	MZV LMN J64 HLC LAA J102 GUP EAGUL (RNAV)–STAR	
Philadelphia (PHL)	LEWKE GIJ J146 CXR EWC JST BUNTS–STAR	
Pittsburgh (PIT)	LEWKE GIJ OTENS ANEWA RIEKE DJB ACO CUTTA–STAR	
Providence (PVD)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 MEMMS J522 HNK TEDDY	
Raleigh/Durham (RDU)	EARND ELANR EMMLY ETAME EMEGE FLM BKW ROA SOUTH BOSTON–STAR	
Richmond (RIC)	EARND ELANR ETAME EMEGE FLM J24 FAK	
Rochester (ROC)	LEWKE GIJ EVOTE NELLS KEEHO DKK BUF	
Saint Petersburg/Clearwater (PIE)	CMSKY CARYN CYBIL PXV J73 SZW DARBS–STAR	
Sarasota/Bradenton (SRQ)	CMSKY CARYN CYBIL PXV J73 SZW CLAMP–STAR	
Tampa (TPA)	CMSKY CARYN CYBIL PXV J73 SZW FOOXX (RNAV)–STAR	
	or	
	CMSKY CARYN CYBIL PXV J73 SZW DARBS–STAR	
Teterboro (TEB)	LEWKE GIJ EVOTE NELLS KEEHO JHW J70 LVZ WILKES BARRE–STAR	
Trenton (TTN)	LEWKE GIJ J146 CXR EWC JST BUNTS–STAR	
Washington Dulles (IAD)	LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR MGW MGW121 VERNI ESL ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) LEWKE GIJ OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Washington Natl (DCA)	(GPS or DME/DME–IRU equipped) GIJ J146 J34 BUCKO ELDEE (RNAV)–STAR	
	or	
	LEWKE GIJ OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD–STAR	
	or	
	(GPS or DME/DME–IRU equipped) LEWKE GIJ OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)–STAR	
White Plains (HPN)	LEWKE GIJ EVOTE NELLS KEEHO JHW ITH DNY VALRE–STAR	

Terminals	Route	Effective Times (UTC)
Windsor Locks (BDL)	LEWKE GIJ EVOTE NELLS KEEHO JHW J82 WILET SWEDE–STAR	
CHICAGO O'Hare (ORD) only		
Akron (CAK)	MOBLE ADIME OTENS VWV MFD V8 DALTS	
Albany (ALB)	EBAKE WISMO POSTS PADDE SVM DKK	
Allentown (ABE)	MOBLE ADIME GERBS J146 MIP	
Andrews AFB (ADW)	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD–STAR	
Atlanta (ATL)	CMSKY CARYN CYBIL PXV J73 BNA ROME–STAR or CMSKY CARYN CYBIL PXV BNA ERLIN (RNAV)–STAR	
Atlantic City (ACY)	MOBLE ADIME GERBS J146 CXR EWC JST J152 HAR SIE	
Baltimore (BWI)	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER–STAR	
Bedford (BED)	EBAKE WISMO POSTS PADDE SVM DKK ALB GDM V431 LOBBY	
Birmingham (BHM)	CMSKY CARYN CYBIL PXV	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) GUIDO J73 SZW PRRIE (RNAV)–STAR or (GPS or DME/DME–IRU equipped) EON DNV TTH SWAPP ATL J89 PRRIE (RNAV)–STAR or (GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PRRIE (RNAV)–STAR	
Boston (BOS)	EBAKE WISMO POSTS PADDE SVM DKK ALB GARDNER–STAR	
Bristol/Johnson/Kingsport (TRI)	EARND ELANR EMMLY ETAME EMEGE FLM	
Buffalo (BUF)	DUFEE ELX HAAKK DOXXY SOSIC COHOW DKK	
Burlington (BTV)	EBAKE WISMO POSTS PADDE SVM DKK SYR J29 LAGGS	
Charleston (CHS, CRW)	EARND ELANR EMMLY ETAME EMEGE FLM	
Charlotte (CLT)	EARND ELANR EMMLY ETAME FLM JOHNS (RNAV)–STAR	
Chattanooga (CHA)	DENNT DARCY DREGS DONVE BWG	
Cincinnati (CVG)	DENNT DARCY DNV CEGRM (RNAV)–STAR or DENNT DARCY DNV SHELBYVILLE–STAR	
Cleveland (CLE)	DUFEE ELX HIMEZ–STAR	
Columbia (CAE)	EARND ELANR EMMLY ETAME EMEGE FLM	
Columbus (CMH)	MOBLE ADIME SEWTO FWA GUNNE–STAR	
Dallas/Fort Worth (DFW)	ACITO ADELL ARLYN STL RZC FSM BONHAM–STAR	
Denver (DEN)	IOW DSM J10 LBF SAYGE–STAR or DBQ J94 ONL J114 SNY LANDR–STAR	
Detroit Metro–Wayne Co (DTW)	PETTY MKG POLAR–STAR	
Detroit Metro Area (DET, CYQG, PTK, YIP, ARB)	PETTY GRR LAN SPRTN–STAR	1200–0400
Evansville (EVV)	DENNT DARCY DREGS DONVE	
Fort Lauderdale (FLL)	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK JINGL (RNAV)–STAR or DENNT DARCY DREGS SWAPP ATL J89 OTK JINGL (RNAV)–STAR (GPS or DME/DME–IRU equipped) EON DNV TTH IIU J99 VXV J46 AMU TAY JINGL (RNAV)–STAR	
Fort Myers (RSW)	(GPS or DME/DME–IRU equipped) CMSKY CARYN CYBIL PXV J73 SZW TYNEE (RNAV)–STAR or (GPS or DME/DME–IRU equipped) GUIDO J73 PXV J73 SZW TYNEE (RNAV)–STAR	
Greensboro (GSO)	EARND ELANR EMMLY ETAME EMEGE FLM PSK SMOKN–STAR	

Terminals	Route	Effective Times (UTC)
Greenville/Spartanburg (GSP)	EARND ELANR EMMLY ERECO IIU	
Harrisburg (MDT)	MOBLE ADIME GERBS J146 CXR EWC HAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) BACEN BLOKR BEKKI FAM J137 LIT J180 SWB DAS–STAR	
Huntsville (HSV)	DENNT DARCY DREGS DONVE BWG	
Hyannis (HYA)	EBAKE WISMO POSTS PADDE SVM DKK ALB ENE LFV	
Indianapolis (IND)	EARND ELANR EMMLY JAKKS	
Jacksonville (JAX)	DENNT DARCY DREGS DUMGE SWAPP ATL AMG ALMA–STAR	
Kennedy (JFK)	DUFEE ELX HAAKK DOXXY SOSIC JHW J70 LVZ LENDY–STAR	
Knoxville (TYS)	EARND ELANR EMMLY ETAME EMEGE J43 VXV	
La Guardia (LGA)	MOBLE ADIME GERBS J146 ETG MILTON–STAR	
Louisville (LOU)	DENNT DARCY DREGS DUMGE CHERI	
Manchester (MHT)	EBAKE WISMO POSTS PADDE SVM DKK ALB EEN	
Memphis (MEM)	BACEN BLOKR BEKKI FAM ARG GILMORE–STAR	
	or	
	CMSKY CARYN CYBIL PXV WLDER–STAR	
Miami (MIA)	DENNT DARCY DREGS DUMGE SWAPP ATL SZW J43 PIE CYPRESS–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) DENNT DARCY DREGS DUMGE SWAPP ATL J89 SSCOT (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) GUIDO J73 SZW SSCOT (RNAV)–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) EON DNV TTH IUU J99 VXV J46 AMG TAY SSCOT (RNAV)–STAR	
	or	
	EON DNV TTH SWAPP ATL SZW J43 PIE CYY–STAR	
Minneapolis (MSP)	PLL PLL275065 ALO KASPR–STAR	1200–0400
Nashville (BNA)	CMSKY CARYN CYBIL PXV CCT HEHAW–STAR	
Niagara Falls (IAG)	EBAKE WISMO POSTS PADDE SVM YXU	
Newark (EWR)	DUFEE ELX HAAKK DOXXY SOSIC KEEHO J584 SLT FQM WILLIAMSPORT–STAR	
New Orleans (MSY)	BACEN BLOKR BEKKI ENL J71 MEM J35 MCB RYTHM–STAR	
	or	
	EARND ELANR EMMLY ERECO IIU RYANS	
Norfolk (ORF)	EARND ELANR EMMLY ETAME EMEGE FLM J24 MOL TERKS–STAR	
Newburgh (SWF)	DUFEE ELX HAAKK DOXXY SOSIC JHW ITH DNY V483 FILPS	
New Haven (HVN)	DUFEE ELX HAAKK DOXXY SOSIC JHW RKA DENNA–STAR	

Terminals	Route	Effective Times (UTC)
Orlando (MCO/ORL)	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK PIGLT (RNAV)–STAR	
	or	
	DENNT DARCY DREGS DUMGE SWAPP ATL LEESE–STAR	
	or	
	DENNT DARCY DREGS DUMGE SWAPP ATL J89 OTK LEESE–STAR	1100–0400
Philadelphia (PHL)	MOBLE ADIME GERBS J146 CXR EWC JST BUNTS–STAR	
Phoenix (PHX)	MZV J18 FTI J19 ZUN EAGUL (RNAV)–STAR	1200–0400
	or	
	MZV LMN J64 HLC LAA J102 GUP EAGUL (RNAV)–STAR	
Pittsburgh (PIT)	MOBLE ADIME OTENS ANEWA RIEKE DJB ACO CUTTA–STAR	
Portland (PWM)	EBAKE WISMO POSTS PADDE SVM DKK ALB CON PARSO	
	or	
	MOBLE ADIME GERBS J146 CXR EWC JST SIE	
Providence (PVD)	DUFEE ELX HAAKK DOXXY SOSIC JHW J82 MEMMS J522 HNK TEDDY–STAR	
Raleigh/Durham (RDU)	EARND ELANR EMMLY ETAME EMEGE FLM BKW ROA SOUTH BOSTON–STAR	
Richmond (RIC)	EARND ELANR EMMLY ETAME EMEGE FLM J24 FAK	
Roanoke (ROA)	EARND ELANR EMMLY ETAME EMEGE FLM	
Rochester (ROC)	DUFEE ELX HAAKK DOXXY SOSIC COHOW DKK BUF	
Saint Petersburg/Clearwater (PIE)	CMSKY CARYN CYBIL PXV J73 SZW DARBS–STAR	
San Juan (TJSJ)	MOBLE ADIME GERBS J146 CXR EWC JST SIE	
Sarasota/Bradenton (SRQ)	CMSKY CARYN CYBIL PXV J73 SZW CLAMP–STAR	
Syracuse (SYR)	EBAKE WISMO POSTS PADDE SVM DKK	
Tampa (TPA)	CMSKY CARYN CYBIL PXV J73 SZW DARBS–STAR	
	or	
	CMSKY CARYN CYBIL PXV J73 SZW FOOXX (RNAV)–STAR	
Washington Dulles (IAD)	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW MGW121 VERNI ESL ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) MOBLE ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Washington Natl (DCA)	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 BUCKO BUCKO–STAR	
	or	
	MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD–STAR	
	or	
	(GPS OR DME/DME–IRU equipped) MOBLE ADIME OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)–STAR	
White Plains (HPN)	DUFEE ELX HAAKK DOXXY SOSIC JHW ITH DNY VALRE–STAR	
Wilkes–Barre/Scranton (AVP)	DUFEE ELX HAAKK DOXXY SOSIC JHW J106 LVZ	
Windsor Locks (BDL)	DUFEE ELX HAAKK DOXXY SOSIC JHW J82 WILET SWEDE–STAR	
CINCINNATI (CVG)		
Albany (ALB)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB	
Allentown (ABE)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY JST HAR	

Terminals	Route	Effective Times (UTC)
Atlanta (ATL)	(RNAV only) BLUEGRASS–DP BWG ERLIN (RNAV)–STAR or (all others) BLUEGRASS–DP BWG ROME–STAR	
Baltimore (BWI)	V128 YRK HVQ J8 CSN OTT–STAR or (GPS or DME/DME–IRU equipped) V128 YRK HVQ J8 CSN RAVNN (RNAV)–STAR	
Birmingham (BHM)	BLUEGRASS–DP TRFWA LVT SYI VUZ	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) BLUEGRASS–DP TRFWA NOTWO WALET HITTR LATHY PRRIE (RNAV)–STAR or (GPS or DME/DME–IRU equipped) BLUEGRASS–DP HYK VXV J43 ATL J89 OTK PRRIE (RNAV)–STAR	
Boston (BOS)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB HNK ALB GDM GARDNER–STAR	
Chicago O'Hare (ORD)	(Advanced Nav only) MIE MZZ ROYKO–STAR or (Non–Advanced Nav only) DQN FWA KNOX–STAR or DQN FWA WATSN (RNAV)–STAR	
Dallas/Fort Worth (DFW)	IIU PXV J131 LIT BYP	
Fort Lauderdale (FLL)	(GPS or DME/DME–IRU equipped) BLUEGRASS–DP TRFWA NOTWO OTK JINGL (RNAV)–STAR or (all others) BLUEGRASS–DP HYK VXV J43 ATL J89 HITTR J75 FORTL–STAR	
Fort Myers (FMY)	(Turbojets–GPS or DME/DME–IRU equipped) HYK VXV J43 SZW TYNEE (RNAV)–STAR	
Fort Myers (RSW)	(GPS or DME/DME–IRU equipped) HYK VXV J43 SZW TYNEE (RNAV)–STAR	1100–0300
Harrisburg (MDT)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY JST HAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR or (Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR or (Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Jackson (JAN)	BLUEGRASS–DP TRFWA LVT SYI VUZ JAN	
La Guardia (LGA)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB MILTON–STAR	1000–1800
Manchester (MHT)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB ALB EEN	
Marco Island (MKY)	HYK VXV J43 SZW PIKKR (RNAV)–STAR	
Miami (MIA)	(Turbojets–GPS or DME/DME–IRU equipped) BLUEGRASS–DP TRFWA NOTWO SZW SSCOT (RNAV)–STAR or (all others) BLUEGRASS–DP HYK VXV J43 ATL SZW J43 PIE CYY–STAR	
Mobile (MOB)	BLUEGRASS–DP TRFWA LVT SYI VUZ SJI	
Naples (APF)	HYK VXV J43 SZW PIKKR (RNAV)–STAR	
Newark (EWR)	ROD J29 J584 SLT FQM–STAR	
Newburg (SWF)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 HNK DNY V483 FILPS	
New Orleans (MSY)	BLUEGRASS–DP TRFWA LVT SYI VUZ J22 MEI RYTHM–STAR	
Orlando Exec (ORL)	HYK VXV J99 IRQ J85 AMG LEESE–STAR	1100–0300

Terminals	Route	Effective Times (UTC)
	or	
	(GPS or DME/DME–IRU equipped) HYK VXV J99 IRQ J85 AMG SHEMP MTATA PIGLT (RNAV)–STAR	1100–0400
Orlando Intl (MCO)	HYK VXV J99 IRQ J85 AMG LEESE–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) HYK VXV J99 IRQ J85 AMG BUGGZ (RNAV)–STAR	1100–0400
Philadelphia (PHL)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY JST BUNTS–STAR	
Phoenix (PHX)	FAM J78 ABQ J18	
	or	
	FAM J78 IRW J74 SJN J18	
Portland (PWM)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 ALB ENE	
Providence (PVD)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 HNK TEDDY–STAR	
Sarasota/Bradenton (SRQ)	HYK VXV J43 SZW CLAMP–STAR	
Tampa (TPA)	HYK VXV J43 SZW DARBS–STAR	
	or	
	(GPS or DME/DME–IRU equipped) HYK VXV J43 SZW FOXXX (RNAV)–STAR	
Washington Dulles (IAD)	V128 YRK HVQ ROYIL–STAR	
	or	
	V128 YRK HVQ SHNON (RNAV)–STAR	
Washington Natl (DCA)	V128 YRK HVQ WZRRD–STAR	
	or	
	V128 YRK HVQ ELDEE (RNAV)–STAR	
West Palm Beach (PBI)	(GPS OR DME/DME–IRU equipped) BLUEGRASS–DP TRFWA NOTWO OTK WLACE	
	or	
	(GPS or DME/DME–IRU equipped) BLUEGRASS–DP HYK VXV J43 ATL J89 OTK WLACE	
Wilkes Barre/Scranton (AVP)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB LVZ	
Windsor Locks (BDL)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB RKA SWEDE SWEDE–STAR	
From LUNKEN (LUK) only:		
Albany (ALB)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB	
Boston (BOS)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB HNK ALB GDM GARDNER–STAR	
La Guardia (LGA)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB MILTON–STAR	1000–1800
Manchester (MHT)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB ALB EEN	
Newburgh (SWF)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 HNK DNV V483 FILPS	
Philadelphia (PHL)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY JST BUNTS–STAR	
Providence (PVD)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 HNK TEDDY–STAR	
Portland (PWM)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB J49 ALB ENE	
Wilkes Barre/Scranton (AVP)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB LVZ	
Windsor Locks (BDL)	(RNAV only) ROCKT (RNAV)–DP ROCKT CADRE AHTIY PSB RKA SWEDE SWEDE–STAR	
CLEVELAND METRO (CLE, CGF, BKL, LNN, LPR)		
Atlanta (ATL)	(RNAV only) DJB DJB173 HERAK APE035 APE J186 SOT ODF FLCON (RNAV)–STAR	
	or	
	(all others) DJB DJB173 HERAK APE035 APE J186 SOT ODF WHINZ–STAR	

Terminals	Route	Effective Times (UTC)
Battle Creek (BTL)	AMRST–DP VWV	
Birmingham (BHM)	DJB DJB173 HERAK APE035 APE J186 BULEY	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY PRRIE (RNAV)–STAR	
Charleston (CHS)	DJB DJB173 HERAK APE035 APE J186 BULEY	
Charleston (CRW)	DJB DJB173 HERAK APE035 APE	
Charlotte (CLT)	DJB DJB173 HERAK APE035 APE HVQ HMV JOHNS (RNAV)–STAR	
Chicago Midway (MDW)	AMRST–DP VWV GSH GSH–STAR	
Chicago O'Hare (ORD)	AMRST–DP VWV ZANLA WATSON (RNAV)–STAR or AMRST–DP VWV OXI KNOX–STAR	
Chicago Rockford (RFD)	ALPHE–DP ALPHE J70 PMM	
Cincinnati (CVG)	(RNAV only) DJB HERAK APE TIGRR (RNAV)–STAR or (all others) DJB DJB173 HERAK APE035 APE CINCE–STAR	
Dallas/Fort Worth (DFW)	OBRLN–DP RID RID234/40 PXV LIT BONHAM–STAR	
Denver (DEN)	AMRST–DP VWV GSH	
Elkhart (EKM)	AMRST–DP VWV GSH	
Fort Lauderdale (FLL)	DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 HITTR PIE FORTL–STAR or (GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 JINGL (RNAV)–STAR	
Fort Myers (FMY)	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW TYNEE (RNAV)–STAR	
Fort Myers (RSW)	(GPS OR DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW TYNEE (RNAV)–STAR	
Fort Wayne (FWA)	OBRLN–DP FWA	
Grand Rapids (GRR)	(RNAV only) ALPHE–DP ALPHE	
Greensboro (GSO)	DJB DJB173 HERAK APE035 APE J186 BULEY	
Houston (HOU)	(GPS or DME/DME–IRU equipped) OBRLN–DP RID RID234/40 PXV LIT J180 SWB ROKIT (RNAV)–STAR or (Non–advanced NAV only) OBRLN–DP RID RID234/40 PXV LIT J180 SWB DAS–STAR	
Houston (IAH)	(Non–advanced NAV only) OBRLN–DP RID RID234/40 PXV LIT J80 SWB DAS–STAR or (Turbojets–GPS or DME/DME–IRU equipped) OBRLN–DP RID234/40 PXV LIT J180 SWB TXMEX (RNAV)–STAR	
Jacksonville (JAX)	DJB DJB173 HERAK APE035 APE J83 SPA J85 AMG ALM–STAR	
Kalamazoo/Battle Creek (AZO)	AMRST–DP VWV	
Kansas City (MCI)	OBLRN–DP VHP J80 SPI BRAYMER–STAR	
Kennedy (JFK)	FAILS V522 ERI JHW J70 LVZ LENDY–STAR	
La Guardia (LGA)	V522 FAILS V188 JFN ETG MIP–STAR	
Knoxville (TYS)	DJB DJB173 HERAK APE035 APE J186 BULEY	
Las Vegas (LAS)	OBRLN–DP VHP STL or AMRST–DP VWV GSH	
Lewisburg (LWB)	DJB DJB173 HERAK APE035 APE	
Lexington (LEX)	OBRLN–DP ROD CVG CLEGG–STAR	
Little Rock (LIT)	OBLRN–DP RID RID234/40 PXV	
Los Angeles (LAX)	AMRST–DP VWV GSH	
Louisville (SDF)	OBRLN–DP ROD CVG REDSTONE–STAR	

Terminals	Route	Effective Times (UTC)
Minneapolis (MSP)	(RNAV only) ALPHE–DP ALPHE J70 PMM BAE EAU–STAR	
	or	
	AMRST–DP CRL J34 BAE EAU–STAR	
Madison (MSN)	(RNAV only) ALPHE–DP ALPHE J70 PMM	
Marco Island (MKY)	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW PIKKR (RNAV)–STAR	
	or	
	DJB DJB200 APE021 APE J186 J91 ATL J89 J75 TEPEE ZEILR–STAR	
Memphis (MEM)	OBRLN–DP RID RID234/40 PXV WLDER–STAR	
Miami (MIA)	DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 HITTR PIE CYPRESS–STAR	
	or	
	(/E/G/R/J/L/Q only) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY J75 RSW DEEDS (RNAV)–STAR	
Milwaukee (MKE)	AMRST–DP CRL CRL316/75 MKG V2 SUDDS	
Myrtle Beach (MYR)	DJB DJB173 HERAK APE035 APE	
Naples (APF)	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW PIKKR (RNAV)–STAR	
Nashville (BNA)	OBRLN–DP IIU GUITR–STAR	
Newark (EWR)	V522 J584 SLT FQM–STAR	
New Orleans (MSY)	OBRLN–DP RID IIU MCB RYTHM–STAR	
Orlando (ORL)	(RADAR and DME required) DJB DJB200 APE021 APE J83 SPA CAE SAV OMN CORLL–STAR	1100–0400
Orlando (MCO)	DJB DJB173 HERAK APE035 APE J83 SPA CAE SAV OMN BITHO–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA CAE SAV OMN CWRLD (RNAV)–STAR	1100–0400
Palwaukee (PWK)	(RNAV only) ALPHE–DP ALPHE J70 PMM OBK	
Philadelphia (PHL)	ACO ACO145 J518 J152 HAR V210 BUNTS	
Phoenix (PHX)	OBRLN–DP VHP STL	
	or	
	AMRST–DP VWV GSH	
Raleigh/Durham (RDU)	DJB DJB173 HERAK APE035 APE HVQ BKW ROA SOUTH– BOSTON–STAR	
San Antonio (SAT)	OBRLN–DP RID RID234/40 PXV J131 LIT J101 LFK MARCS–STAR	
San Francisco (SFO)	AMRST–DP VWV GSH	
St. Louis (STL)	OBRLN–DP VHP VANDALIA–STAR	
Sarasota/Bradenton (SRQ)	DJB DJB200 APE021 APE J186 J91 VXV J43 SZW CLAMP–STAR	
Seattle/Tacoma (SEA)	(RNAV only) ALPHE–DP ALPHE J70 PMM	
	or	
	(RNAV only) ALPHE–DP ALPHE J34 BAE	
South Bend (SBN)	AMRST–DP VWV GSH	
Tampa (TPA)	DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW DARBS–STAR	
	or	
	(GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J186 J91 VXV J43 SZW FOXXX (RNAV)–STAR	
Toledo (TOL)	AMRST–DP VWV	
Toronto (CYYZ)	FAILS V443 DOGGS YXU V098 YWT YWT–STAR	
West Chicago/Dupage (DPA)	AMRST–DP VWV EON JOT	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) DJB DJB173 HERAK APE035 APE J83 SPA J85 TAY WLACE	
	or	
	(all others) DJB DJB173 HERAK APE035 APE J83 SPA TAY WLACE (RNAV)–STAR	
Wilmington (ILN)	DJB DJB173 HERAK APE035 APE	
COLUMBUS (CMH)		
Dallas/Fort Worth (DFW)	DQN CVG PXV J131 LIT BYP	

Terminals	Route	Effective Times (UTC)
Detroit/Wayne (DTW)	DJB DJB314 GEMNI GEMNI–STAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
La Guardia (LGA)	HLG ETG MIP–STAR	
Miami (MIA)	J83 SPA J85 TAY J75 HITTR PIE CYY–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) J83 SPA J85 TAY SSCOT (RNAV)–STAR	
Newark (EWR)	DJB J29 J584 SLT FQM–STAR	
Washington (IAD)	APE APE100 AIR280 AIR J34 SHAAR ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) APE APE100 AIR280 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Washington (DCA)	APE APE100 AIR280 AIR J34 SHAAR WZRRD–STAR	
	or	
	APE APE100 AIR280 AIR J34 SHAAR ELDEE (RNAV)–STAR	
DAYTON (DAY)		
Atlanta (ATL)	(RNAV only) IIU BWG ERLIN (RNAV)–STAR	
	or	
	IIU BWG ROME–STAR	
Boca Raton (BCT)	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J99 IRQ J85 TAY PRRIE (RNAV)–STAR	1100–0300
Charlotte (CLT)	CVG FLM JOHNS (RNAV)–STAR	0700–2300
Dallas/Fort Worth (DFW)	J29 PXV J131 LIT BYP	
Fort Lauderdale (FLL)	V47 CVG HYK VXV J43 ATL J89 HITTR PIE FORTL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J43 ATL J89 OTK JINGL (RNAV)–STAR	
Fort Myers (FMY)	V47 CVG HYK VXV J43 SZW TYNEE (RNAV)–STAR	
Fort Myers (RSW)	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J43 SZW TYNEE (RNAV)–STAR	1100–0300
Houston (HOU)	GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) LIT J180 SWB DAS–STAR	
La Guardia (LGA)	J29 J146 ETG MIP–STAR	
Marco Island (MKY)	V47 CVG HYK VXV J43 SZW PIKKR (RNAV)–STAR	
Miami (MIA)	V47 CVG HYK VXV J43 ATL SZW J43 PIE CYY–STAR	
	or	
	(Turbojets–GPS or DME/DME–IUR equipped) V47 CVG HYK VXV J43 ATL SZW SSCOT (RNAV)–STAR	
Naples (APF)	V47 CVG HYK VXV J43 SZW PIKKR (RNAV)–STAR	
Orlando Executive (ORL)	V47 CVG HYK VXV J99 IRQ J85 AMG LEESE–STAR	1100–0300
	or	

Terminals	Route	Effective Times (UTC)
	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J99 IRQ J85 AMG SHEMP MTATA PIGLT (RNAV)–STAR	1100–0400
Orlando Intl (MCO)	V47 CVG HYK VXV J99 IRQ J85 AMG LEESE–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J99 IRQ J85 AMG BUGGZ (RNAV)–STAR	1100–0400
Sarasota/Bradenton (SRQ)	V47 CVG HYK VXV J43 SZW CLAMP–STAR	
Tampa (TPA)	V47 CVG HYK VXV J43 SZW DARBS–STAR	
	or	
	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J43 SZW FOXXX (RNAV)–STAR	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) V47 CVG HYK VXV J99 IRQ J85 TAY WLACE	1100–0300
	or	
	V47 CVG HYK VXV J99 IRQ TAY WLACE (RNAV)–STAR	1100–0300
DETROIT METRO AREA (DTW, DET, YQG, PTK, YIP, ARB)		
Albany (ALB)	MOONN–DP JHW	
Allentown (ABE)	ERRTH–DP ETG	
Atlanta (ATL)	RICHMOND–DP RID IIU BWG ROME–STAR	
	or	
	(RNAV only) RICHMOND–DP RID IIU BWG ERLIN (RNAV)–STAR	
Atlantic City (ACY)	ERRTH–DP CXR EWC JST J152 HAR SIE	
Baltimore (BWI)	ACO AIR AIR111 KEMAN WESTMINSTER–STAR	
Bedford (BED)	MOONN–DP JHW J82 ALB	
Binghamton (BGM)	MOONN–DP JHW	
Birmingham (BHM)	RICHMOND–DP RID IIU	
Boston (BOS)	MOONN–DP JHW J82 ALB GARDNER–STAR	
Buffalo (BUF)	(60–170 incl) MOONN–DP BROKK DKK	
Burlington (BTV)	MOONN–DP J29 JHW LAGGS	
Cancun (MMUN)	RICHMOND–DP RID IIU	
Charleston (CHS)	ROSEWOOD–DP ROD FLM HMV	
Charleston (CRW	ACO AIR HVQ	
	or	
	(Turboprops/Props–at or below FL210) SCORR CHOOT APE HVQ	
Charlotte (CLT)	ROSEWOOD–DP ROD FLM HMV JOHNS (RNAV)–STAR	
Chicago MIdway (MDW)	JXN V116 LEROY GSH GSH–STAR	
Cincinnati (CVG)	FDY DEBAR–STAR	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	MAARS HIMEZ HIMEZ–STAR	
Columbus (CMH)	SCOOR CHOOT YOGGI GUNNE–STAR	
Dallas/Fort Worth (DFW)	FORT WAYNE–DP FWA RBS STL RZC FSM BONHAM–STAR	
Denver (DEN)	DUNKS J70 PMM J94 ONL J114 SNY LANDR–STAR	1100–0359
Elmira (ELM)	MOONN–DP JHW	
Ft. Lauderdale (FLL)	ROSEWOOD–DP ROD FLM VXV CRG OMN GISSH–STAR	
	or	
	ROSEWOOD–DP ROD FLM VXV CRG OMN FISEL (RNAV)–STAR	
Fort Myers (FMY & RSW)	(Turbojets–GPS or DME/DME–IRU equipped) ROSEWOOD–DP ROD FLM VXV AMG SHFTY (RNAV)–STAR	
Greensboro (GSO)	AIR EKN ROA HENBY	
Greer (GSP)	ROSEWOOD–DP ROD FLM SOT V185 UNMAN	
Houston (HOU)	(GPS or DME/DME–IRU equipped) RID–DP RID PXV J131 LIT J180 SWB ROKIT (RNAV)–STAR	
	or	

Terminals	Route	Effective Times (UTC)
	(Non–advanced NAV only) RID–DP RID PXV J131 LIT J180 SWB DAS–STAR	
Houston (IAH)	CAVVS VWV ROD J29 PXV J131 LIT J180 CLUBS DAS–STAR	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) RID–DP RID PXV J131 LIT J180 SWB TXMEX (RNAV)–STAR	
	or	
	(Non–advanced NAV only) RID–DP RID PXV J131 LIT J180 SWB DAS–STAR	
Huntsville (HSV)	RICHMOND–DP RID IIU J39 BNA	
Indianapolis (IND)	ANNTS DXO217 FWA071 FWA MIE V14 CLANG–STAR	
Jacksonville (JAX)	ROSEWOOD–DP ROD FLM VXV AMG ALMA–STAR	
Kennedy (JFK)	MOONN–DP JHW J70 LVZ LENDY–STAR	
La Guardia (LGA)	ERRTH–DP ETG ETG MILTON–STAR	
Lexington (LEX)	ROSEWOOD–DP ROD CVG CLEGG–STAR	
Los Angeles (LAX)	DUNKS J70 PMM OBK IOW J60 HEC J64	1100–0300
Louisville (SDF)	ROSEWOOD–DP ROD CVG REDSTONE–STAR	
Manchester (MHT)	MOONN–DP JHW J82 ALB EEN	
Memphis (MEM)	RICHMOND–DP CAVVS VWV ROD PXV WLDER–STAR	
Miami (MIA)	(RNAV only) ROSEWOOD–DP ROD FLM VXV CRG OMN HILEY (RNAV)–STAR	
	or	
	ROSEWOOD–DP ROD FLM VXV CRG OMN ANNEY–STAR	
Minneapolis (MSP)	LAYNE DXO006 YQG341 J38 GRB EAU–STAR	
Montreal (CYUL)	TYCOB YQG098 J554 JHW J29 SYR ART ART040 J594 MSS FRANX FRANX–STAR	1100–0300
Myrtle Beach (MYR)	ACO AIR EKN RDU	
Nashville (BNA)	RICHMOND–DP RID IIU GUITR–STAR	
Newark (EWR)	ERRTH SLT FQM–STAR	
New Orleans (MSY)	RICHMOND–DP RID IIU J39 BNA MEI RYTHM–STAR	
Niagara Falls (IAG)	MOONN–DP BROKK DKK	
Norfolk (ORF)	ACO AIR MOL TERKS–STAR	
Norwood (OWD)	MOONN–DP JHW J82 ALB GDM	
Orlando Exec (ORL)	CAVVS VWV ROD J43 VXV J99 IRQ J85 AMG LEESE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) ROSEWOOD–DP ROD J43 VXV J99 IRQ J85 AMG SHEMP MTATA PIGLT (RNAV)–STAR	1100–0400
Orlando Intl (MCO)	ROSEWOOD–DP ROD FLM VXV AMG LEESE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) ROSEWOOD–DP ROD FLM VXV AMG BUGGZ (RNAV)–STAR	1100–0400
Philadelphia (PHL)	ERRTH–DP CXR EWC JST BUNTS–STAR	
Pittsburgh (PIT)	ACO CUTTA–STAR	
Portland (PWM)	MOONN–DP JHW J82 ALB CAM CON CON061 NEETS	
Pottstown (PTW)	ERRTH–SID CXR EWC JST	
Providence (PVD)	MOONN–DP JHW J82 MEMMS J522 HNK TEDDY–STAR	
Raleigh/Durham (RDU)	ACO AIR EKN ROA SOUTH BOSTON–STAR	
Reading (RDG)	ERRTH–DP ETG	
Richmond (RIC)	ACO AIR MOL FAK	
Roanoke (ROA)	ACO AIR EKN ROA	
	or	
	(Turboprops/Props/at or below 230) SCORR CHOOT APE ROA	
Rochester (ROC)	MOONN–DP BROKK DKK	

Terminals	Route	Effective Times (UTC)
San Antonio (SAT)	FORT WAYNE–DP FWA RBS STL RZC MLC ACT MARCS–STAR	
	or	
	RICHMOND–DP RID RID234/40 PXV J131 TXK FZT TNV IDU MARCS–STAR	
San Francisco (SFO)	DUNKS J70 PMM J94 FMG ILA PYE	
Sarasota/Bradenton (SRQ)	ROSEWOOD–DP ROD FLM VXV AMG TAY LAL	
Shreveport (SHV)	RICHMOND–DP RID RID234/40 PXV	
St. Louis (STL)	ANNTS DXO217 FWA071 FWA RBS VLA–STAR	
Syracuse (SYR)	MOONN–DP JHW	
Tampa (TPA)	ROSEWOOD–DP ROD FLM VXV AMG TAY LZARD–STAR	
	or	
	(GPS or DME/DME–IRU equipped) ROD–DP ROD FLM VXV AMG TAY DADES (RNAV)–STAR	
Teterboro (TEB)	MOONN–DP JHW J70 LVZ WILKES BARRE–STAR	
Toronto (CYYZ)	PISTN DXO020 V450 YWT V216	
Trenton (TTN)	ERRTH–DP CXR EWC JST BUNTS–STAR	
Washington Dulles (IAD)	J42 BKW ROYIL–STAR	
	or	
	J42 BKW SHNON (RNAV)–STAR	
	or	
	PXV IIU J8 HVQ ROYIL–STAR	
	or	
	PXV IIU J8 HVQ SHNON (RNAV)–STAR	
Washington Natl (DCA)	(all others) ACO AIR J34 BUCKO BUCKO–STAR	
	or	
	(GPS or DME/DME–IRU equipped) ACO AIR J34 BUCKO ELDEE (RNAV)–STAR	
Westhampton Beach (FOK)	MOONN–DP JHW J70 STW LENDY	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) ROSEWOOD–DP ROD FLM VXV CRG OMN TUXXI–STAR	
	or	
	ROSEWOOD–DP ROD FLM VXV CRG OMN FRWAY (RNAV)–STAR	
White Plains (HPN)	MOONN–DP JHW ITH DNY VALRE–STAR	
Wilkes–Barre (AVP)	MOONN–DP JHW	
Wilmington (ILG)	ERRTH–DP CXR EWC JST BUNTS–STAR	
Windsor Locks (BDL)	MOONN–DP JHW J82 WILET SWEDE–STAR	
Winston Salem (INT)	AIR EKN ROA HENBY	
ELKHART (EKM)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	LFD CRL HIMEZ–STAR	
EVANSVILLE (EVV)		
Chicago O'Hare (ORD)	(/E/G/R/J/L/Q only) HEVAN MZZ ROYKO (RNAV)–STAR	0000–2359
	or	
	(non–advanced RNAV only) HEVAN MZZ MZZ344/33 OXI KNOX–STAR	0000–2359
FLINT (FNT)		
Atlanta (ATL)	(RNAV–only) VWV RID IIU BWG ERLIN (RNAV)–STAR	
	or	
	VWV RID IIU BWG ROME–STAR	
Cincinnati (CVG)	FWA DEBAR–STAR	
FORT WAYNE (FWA)		
Cincinnati (CVG)	FWA DEBAR–STAR	
GRAND RAPIDS (GRR)		
Atlanta (ATL)	IIU BWG ROME–STAR	
	or	
	(RNAV only) IIU BWG ERLIN (RNAV)–STAR	
Cincinnati (CVG)	FWA DEBAR–STAR	
Cleveland Metro (CLE) (CGF) (BKL) (LNN) (LPR)	GRR HIMEZ–STAR	

Terminals	Route	Effective Times (UTC)
HAMILTON (CYHM)		
Detroit/Wayne Area (DET, YIP, PTK, CYQG)	YXU PICES–STAR	
INDIANAPOLIS (IND)		
Dallas/Fort Worth (DFW)	J24 STL RZC FSM BYP	
Houston (HOU)	(GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR or (Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR or (Non–advanced NAV only) LIT J180 SWB DAS–STAR	
KALAMAZOO/BATTLE CREEK (AZO)		
Cincinnati (CVG)	FWA DEBAR–STAR	
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR)	LFD CRL HIMEZ–STAR	
LANSING (LAN)		
Atlanta (ATL)	(RNAV only) VWV RID IIU BWG ERLIN (RNAV)–STAR or VWV RID IIU BWG ROME–STAR	
Cincinnati (CVG)	FWA DEBAR–STAR	
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR)	SVM HIMEZ–STAR	
LONDON (CYXU)		
Detroit Metro Area (YIP, PTK, DET, CYQG)	YXU PICES–STAR	
MADISON (MSN)		
Cleveland Metro Area (CLE, CGF, BKL, LNN, LPR)	SQUIB GRR HIMEZ–STAR	
MILWAUKEE (MKE)		
Akron (CAK)	OBK SAMPL ADIME OTENS VWV MFD V8 DALTS	
Albany (ALB)	SQUIB MKG ECK YXU BUF	
Andrews AFB (ADW)	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 SHAAR WZRRD–STAR	
Baltimore (BWI)	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 AIR KEMAN WESTMINSTER–STAR	
Boca Raton	(GPS or DME/DME–IRU equipped) OBK J73 SZW PRRIE (RNAV)–STAR	
Bedford (BED)	SQUIB MKG ECK YXU BUF ALB GDM V431 LOBBY	
Boston (BOS)	SQUIB MKG ECK YXU BUF ALB GARDNER–STAR	
Buffalo (BUF)	SQUIB MKG ECK YXU	
Burlington (BTV)	SQUIB MKG ECK YXU BUF SYR J29 LAGGS	
Cleveland Metro Area (CLE)	SQUIB LAN SVM HIMEZ–STAR	
Detroit/Wayne (DTW)	BAE POLAR–STAR	
Detroit Metro Area (YIP)	SQUIB LAN SPRTN–STAR	
Flint (FNT)	SQUIB	
Fort Lauderdale (FLL)	OBK J73 SZW JINGL (RNAV)–STAR or (GPS or DME/DME–IRU equipped) OBK J73 SZW JINGL (RNAV)–STAR	1100–0300 1100–0300
Fort Myers (FMY)	OBK J73 SZW TYNEE (RNAV)–STAR	1100–0300
Harrisburg (MDT)	OBK SAMPL ADIME GERBS J146 CXR EWC HAR	
Houston (HOU)	(GPS or DME/DME–IRU equipped) LIT J180 SWB ROKIT (RNAV)–STAR or (Non–advanced NAV only) LIT J180 SWB DAS–STAR	
Houston (IAH)	(Turbojets–GPS or DME/DME–IRU equipped) LIT J180 SWB TXMEX (RNAV)–STAR or (Non–advanced NAV only) LIT J180 SWB DAS–STAR	

Terminals	Route	Effective Times (UTC)
Hyannis (HYA)	SQUIB MKG ECK YXU BUF ENE LFA	
Jackson (JXN)	SQUIB	
Kansas City (MCI)	DBQ BRAYMER–STAR	
Kansas City (MKC)	DBQ IRK BRAYMER–STAR	
Kennedy (JFK)	SQUIB MKG ECK J16 HANKK J522 HNK IGN KINGSTON–STAR	
La Guardia (LGA)	SQUIB MKG ECK YXU BUF GEE ROCKDALE–STAR	
Lansing (LAN)	SQUIB	
Mansfield (MFD)	OBK SAMPL ADIME OTENS VWV	
Miami (MIA)	OBK J73 SZW J43 PIE CYY–STAR	1100–0300
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) OBK J73 SZW SSCOT (RNAV)–STAR	1100–0300
Montreal (CYUL)	SQUIB MKG ECK YYZ J594 MSS	
Morristown (MMU)	SQUIB MKG ECK J16 HANKK IGN WEARD V489 COATE	
Nashville (BNA)	OBK J73 PXV CCT HEHAW–STAR	
Newark (EWR)	SQUIB MKG ECK J16 HANKK J522 HNK SHAFF–STAR	
Niagara Falls (IAG)	SQUIB MKG ECK YXU	
Orlando Executive (ORL)	OBK J84 DNV TTH BWG GQO ATL J89 OTK LEESE–STAR	
	or	
	(GPS or DME/DME–IRU equipped) OBK J84 DNV TTH BWG GQO ATL J89 OTK PIGLT (RNAV)–STAR	1100–0400
Orlando Intl (MCO)	OBK J84 DNV TTH BWG GQO ATL J89 OTK LEESE–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) OBK J84 DNV TTH BWG GQO ATL J89 OTK PIGLT (RNAV)–STAR	1100–0400
Philadelphia (PHL)	OBK SAMPL ADIME GERBS J146 CXR EWC JST BUNTS–STAR	
Pittsburgh (PIT)	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB ACO CUTTA–STAR	
Portland (PWM)	SQUIB MKG ECK YXU BUF ALB CON PARSO	
Pottstown (PTW)	SQUIB ADALE J34 CRL CXR EWC JST	
Providence (PVD)	SQUIB MKG ECK J16 HANKK J522 HNK TEDDY–STAR	
Sarasota/Bradenton (SRQ)	OBK J73 SZW CLAMP–STAR	1100–0300
Syracuse (SYR)	SQUIB MKG ECK YXU BUF	
Tampa (TPA)	OBK J73 SZW DARBS–STAR	1100–0300
	or	
	(GPS or DME/DME–IRU equipped) OBK J73 SZW FOXXX (RNAV)–STAR	1100–0300
Teterboro (TEB)	SQUIB MKG ECK J16 HANKK IGN WEARD V489 COATE	
Toledo (TOL)	SQUIB PMM LFD	
Toronto (CYYZ)	SQUIB MKG ECK V216	
Washington Dulles (IAD)	OBK GIJ J146 J34 DJB J34 AIR MGW MGW121 VERNI ESL SHAAR ROYIL–STAR	
	or	
	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Washington Natl (DCA)	OBK GIJ J146 J34 DJB J34 SHAAR WZRRD–STAR	
	or	
	OBK SAMPL ADIME OTENS ANEWA RIEKE DJB J34 SHAAR ELDEE (RNAV)–STAR	
West Palm Beach (PBI)	(GPS or DME/DME–IRU equipped) OBK J73 SZW WLACE	
White Plains (HPN)	SQUIB MKG ECK J16 BUF ITH DNY VALRE–STAR	
Windsor Locks (BDL)	SQUIB MKG ECK J16 AUDIL SWEDE–STAR	
Youngstown (YNG)	OBK SAMPL ADIME GERBS CXR	

Terminals	Route	Effective Times (UTC)
MOLINE (MLI)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	ELX CRL HIMEZ–STAR	
Detroit/Wayne (DTW)	MKG POLAR–STAR	
MONTREAL (CYUL)		
Cincinnati (CVG)	(RNAV only) YOW J546 YSO MAULL KODIE CTW TIGRR (RNAV)–STAR or (all others) YOW J546 YSO YYZ JHW JHW194 MAULL SLT249 KODIE CTW081 CTW CINCE–STAR	
Detroit/Wayne (DET)	YOW J546	
Kennedy (JFK)	V282 J524 BUGSY J570 ALB IGN IGN–STAR	
La Guardia (LGA)	V282 J542 BUGSY J570 ALB PWL IGN V157	
OSHAWA (CYOO)		
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB)	YSN YHM YXU PICES–STAR	
OTTAWA (CYOW)		
Detroit Metro Area (DTW, DET, YQG, PTK, YIP ARB)	YOW J546 YSO YXU PICES–STAR	
PEORIA (PIA)		
Detroit/Wayne (DTW)	MKG POLAR–STAR	
ROCKFORD (RFD)		
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	ELX CRL HIMEZ–STAR	
SAGINAW (MBS)		
Cleveland Metro Area (CLE (CGF) (BKL) (LNN) (LPR)	MBS V133 SVM HIMEZ–STAR	
SAINT THOMAS (CYQS)		
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB)	AXXIS PICES–STAR	
SOUTH BEND (SBN)		
Atlanta (ATL)	(RNAV only) IIU BWG ERLIN (RNAV)–STAR or IIU BWG ROME–STAR	
Cincinnati (CVG)	FWA DEBAR–STAR	
Cleveland Metro Area (CLE) (CGF) (BKL) (LNN) (LPR)	LFD CRL HIMEZ–STAR	
TOLEDO (TOL)		
Atlanta (ATL)	VWV RID IIU BWG ROME–STAR	
TORONTO (CYYZ)		
Cincinnati (CVG)	(RNAV only) THORL JHW MAULL KODIE CTW TIGRR (RNAV)–STAR or (all others) THORL JHW JHW194 MAULL SLT249 KODIE CTW081 CTW CINCE–STAR	
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB)	ANCOL V104 YXU PICES–STAR	
La Guardia (LGA)	(above 250 kts) V252 GEE RKA–STAR or (250 kts or less) V252 GEE V14 BEEPS J522 EXTOL RKA292 RKA NOBB–STAR	1100–0300
San Francisco (SFO)	GRB J106 GEP J70 ABR J32 FMG ILA PYE	
WATERLOO (CYKF)		
Detroit Metro Area (DTW, DET, YQG, PTK, YIP, ARB)	YXU PICES–STAR	

SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES

Terminals	Route	Effective Times (UTC)
Traffic originating east of Chicago Terminating Denver:		
DJB	J60 IOW DSM J144 OBH J10 LBF SAYGE–STAR	1300–0100
BAE	J16 MCW ONL J114 SNY LANDR–STAR	
STL	STL J110 GCK J154 RYLIE DANDD–STAR	1300–0100
Traffic overflying Cleveland Center and south of SLT:		
HPN	(above 250 kts) SLT J190 CFB DNY280 DNY VALRE–STAR or PSB J49 CFB220 CFB DNY280 DNY VALRE–STAR or (250 kts or less) SLT J190 CFB DNY280 DNY NOBBI–STAR or PSB J49 CFB220 CFB DNY280 DNY NOBBI–STAR	
EWR	ROD J29 J584 FQM–STAR	1100–0300
ROD J29 J70 LVZ LENDY–STAR	1100–0300 or	
BKW J42 GVE KORRY–STAR	1100–0300	
PHL	ROD J152 HAR V210 BUNTS or	1100–0300
	BKW J42 GVE DPNT–STAR	1100–0300
PIT	APE CTW V443 WISKE or	
	HNN JPU V117 WISKE	
TEB/MMU/CDW/Satellites	(Non–Advanced Nav Aircraft only) ROD J29 JHW J70 LVZ LVZ–STAR	
Traffic overflying Badger VORTAC, BAE to Washington Dulles IAD:		
BAE	J34 AIR MGW MGW121 VERNI ESL ROYIL–STAR or (GPS or DME/DME–IRU equipped) J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Traffic overflying Gipper VORTAC, GIJ to Washington Dulles IAD:		
GIJ	J146 WOOST J34 AIR MGW MGW121 VERNI ESL ROYIL–STAR or (GPS or DME/DME–IRU equipped) J146 WOOST J34 AIR MGW VERNI ESL SHNON (RNAV)–STAR	
Traffic overflying Indianapolis Center area eastbound originating north and west of a line from DFW to JFK:		
ABE	ROD CXR J146	
BDL	ROD J29 JHW J82 WILET RKA SWEDE–STAR	
BWI	ROD J152 J162 MGW EMI–STAR	
CEF	ROD J29 JHW J82 ALB	
FRG	ROD J29 JHW J82 J522 HNK IGN V58 V91 CCC	
HPN	(above 250 kts) ROD J29 JHW J82 WILET DNY VALRE–STAR) or (250 kts or less) ROD J29 JHW J82 WILET DNY NOBBI–STAR	
ISP	(above 250 kts) ROD J152 J78 PSB J49 HNK J68 V130 TOMES MAD V34 CREAM V16 CCC or (250 kts or less) ROD J152 J78 PSB J49 HNK DNY LOVES–STAR	
TEB/MMU/CDW/LDJ	ROD J29 JHW J70 LVZ–STAR	

Terminals	Route	Effective Times (UTC)
Traffic overflying Indianapolis Center area eastbound originating south and east of a line from DFW to JFK:		
ABE	BKW LDN LDN031 V377 HAR V162 DUMMR.	
ACY	BKW J42 OTT SIE	
BWI	BKW J147 CSN OTT–STAR	
DAA	BKW J213 V143 V4 AML	
DCA/ADW	BKW WZRRD–STAR	
	or	
	BKW ELDEE (RNAV)–STAR	
DOV	BKW J42 GVE ENO–STAR	
HPN	BKW J42 OOD J150 CYN BOUNO–STAR	
IAD	BKW ROYIL–STAR	1100–1830 and
	or	2230–0300
	BKW SHNON (RNAV)–STAR	1100–1830 and
	or	2230–0300
	GSO J14 CREWE J51 FAK COATT–STAR	1830–2230
	or	
	GSO J14 CREWE J51 FAK BARIN (RNAV)–STAR	1830–2230
LFI	BKW J42 MOL J24 HCM	
NSF	BKW J213 FINKS AML259 AML	
PHL	BKW J42 GVE DPNT–STAR	
TEB/MMU/CDW/LDJ	(Advanced Nav Aircraft only) BKW J42 GVE JAIKE–STAR	
WRI	BKW J42 OTT SIE–STAR	
Traffic overflying Indianapolis Center from Kansas City Center landing at Cleveland Metro:		
CLE	(GPS or DME/DME–IRU equipped) STL J134 JUDDI CVG ABERZ–STAR	
Traffic overflying Indianapolis Center from Kansas City Center landing at Detroit/Wayne:		
DTW	(GPS or DME/DME–IRU equipped) PXV VHP FWA MIZAR–STAR	
Traffic overflying Indianapolis (ZID) or Cleveland (ZOB) Centers landing in the Washington Metropolitan Area:		
BWI	MGW EMI–STAR	1100–0300
	or	
	BKW J147 CSN OTT–STAR	1100–0300
DCA	APE J30 BUCKO BUCKO–STAR	1100–0300
	or	
	BKW FINKS–STAR	1100–0300
	or	1100–0300
	(GPS or DME/DME–IRU equipped) BKW ELDEE (RNAV)–STAR	1100–0300
	or	
	APE J30 SHAAR WZRRD–STAR	
	or	
	BKW WZRRD–STAR	
	or	
	APE J30 SHAAR ELDEE	
	or	
	BKW ELDEE (RNAV)–STAR	
	or	
IAD	APE AIR MGW MGW121 VERNI ESL ROYIL–STAR	
	or	
	BKW ROYIL–STAR	
	or	
	HVQ ROYIL–STAR	
	or	
	(GPS or DME/DME–IRU equipped) APE AIR MGW VERNI ESL SHNON (RNAV)–STAR	
	or	
	BKW SHNON (RNAV)–STAR	
	or	
	HVQ SHNON (RNAV)–STAR	

Terminals	Route	Effective Times (UTC)
Traffic overflying Indianapolis Center (ZID) to Chicago O'Hare (ORD)		
ORD	(Non–Advanced Nav Aircraft only) ATL J89 IIU MZZ OXI KNOX–STAR or (Non–Advanced Nav Aircraft only) BNA IIU MZZ OXI KNOX–STAR or (Non–Advanced Nav Aircraft only) FLM J24 BIGXX MZZ OXI KNOX–STAR or (Non–Advanced Nav Aircraft only) IRQ J99 IIU MZZ OXI KNOX–STAR or (Non–Advanced Nav Aircraft only, Washington/Baltimore Metro Area Only: BWI, DCA, IAD) ROD J149 FWA KNOX–STAR	

HIGH ALTITUDE—SINGLE DIRECTION ROUTES

Airway	Segment Fixes	Direction Effective	Effective Times (UTC)
J24/110	Indianapolis, IN to St. Louis, MO	West	1100–0300
J30	Joliet, IL to TRIXY Intn, VA	East	1100–0300
J34	Bellaire, OH to TRIXY Intn, VA	East	1100–0300
J149	Armel, VA to Rosewood, OH	West	1100–0300
J162	Bellaire, OH to Martinsburg, WV	East	1100–0300

Q-ROUTES REGULATORY

Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note ''GNSS REQUIRED''.

Route	Segment	DME
Q1	ELMAA–ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE–EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON–EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY–ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE–ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
	ETCHY–POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
Q2	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL–ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
	ITUCO–NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
Q3	FEPOT–FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK–FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY–FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
	FINER–FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND–POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
Q4	BOILE–HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI–SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SCOLE–SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR–ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL–SKTTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
	SKTTR–EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
Q5	HAROB–HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
	HISKU–HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR–HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG–HUPTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
	HUPTU–STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL
Q7	JINMO–JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN–JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ–JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
	JAGWA–AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
Q9	SUMMA–SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE–SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
	SUNBE–REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
	REBRG–DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
Q11	PAAGE–PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
	PAWLI–PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE–PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
	PUSHH–LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
Q13	All segments	None; GNSS required
Q15	All segments	None; GNSS required
Q19	PLESS–NASHVILLE	ENL, GQO, PXV, BNA, IIU, FAM, BWG, CSX
Q20	CORONA–HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
	HONDS–UNNOS	CNX, INK, CME, TXO, TCC
	UNNOS–FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO–JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
Q21	JONEZ–RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
Q22	GUSTI–OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY–ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI
	ACMES–CATLN	SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
Q23	FORT SMITH–RAZORBACK	OKM, RZC, EOS, TUL

Route	Segment	DME
Q24	LAKE CHARLES–BATON ROUGE	AEX, DAS, LCH, MCB, LFT, BTR
	BATON ROUGE–IRUBE	AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY
	IRUBE–PAYTN	GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW–WALNUT RIDGE	ELD, MEM, LIT, FAM, RZC
	WALNUT RIDGE–WLSUN	MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH
	WLSUN–POCKET CITY	BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE–DEVAC	LIT, JKS,GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH–ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN–PYRMD	EIC, LIT, ELD, OKM, TXK
	PYRMD–HAKAT	ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK
	HAKAT–ESTEE	ARG, LIT, FAM, SGF, MEM
	ESTEE–POCKET CITY	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA
Q29	HARES–MEMPHIS	MEM, ARG, LIT, JAN, ELD, SQS
	MEMPHIS–SIDAE	MEM, PXV, BNA, BWG, ARG, ENL
	SIDAE–POCKET CITY	PXV, TTH, BWG, ENL
Q30	SIDON–VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART–JODOX	SQS, LIT, TXK
	JODOX–MARVELL	SQS, LIT, ELD, MEM, ARG
	MARVELL–TIIDE	ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH
	TIIDE–POCKET CITY	BWG, PXV, ENL, TTH
Q32	EL DORADO–GAGLE	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK
	GAGLE–CRAMM	JAN, SQS, MEM, ARG, VUZ, BNA, LIT
	CRAMM–NASHVILLE	BWG, MEM, VUZ, BNA, GQO
	NASHVILLE–SWAPP	BWG, IIU, PXV, VXV, BNA, GQO
Q33	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
	LITTLE ROCK–PROWL	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL
Q34	TEXARKANA–MATIE	LIT, SWB, TXK, BYP, EIC, ELD, SQS
	MATIE–MEMPHIS	LIT, ARG, MEM, ELD, SQS
	MEMPHIS–SWAPP	BWG, ARG, MEM, MKL, SQS,PXV, BNA, GQO, IIU, VXV
Q35	KIMBERLY–NEERO	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO
	NEERO–WINEN	BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE
	WINEN–CORKR	CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK
	CORKR–DRAKE	TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
Q36	RAZORBACK–TWITS	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT
	TWITS–DEPEC	MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU
	DEPEC–NASHVILLE	GQO, BWG, BNA, PXV, IIU
	NASHVILLE–SWAPP	VXV, BWG, BNA, GQO, PXV, IIU
Q38	ROKIT–INCIN	DAS, LCH, SWB, IAH, LFK, HUB, AEX
	INCIN–LAREY	JAN, MCB, SWB, AEX
	LAREY–BESOM	JAN, JYU, MEI, SQS, VUZ
Q40	ALEXANDRIA–DOOMS	AEX, SWB, LCH, JAN, HEZ, MCB
	DOOMS–WINAP	JAN, SQS, MEI, MCB
	WINAP–MISLE	MEI, VUZ, JYU
Q42	KIRKSVILLE–STRUK	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX
	STRUK–DANVILLE	ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK
	DANVILLE–MUNCIE	GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM
	MUNCIE–HIDON	FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC
	HIDON–BUBAA	AIR, APE, HNN, CXR, HVQ, EWC, DJB
	BUBAA–PSYKO	AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB
	PSYKO–BRNAN	PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT
	BRNAN–MAALS	EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE
	MAALS–SUZIE	ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK
	SUZIE–EAST TEXAS	JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN
	EAST TEXAS–ELIOT	HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK
Q104	DEFUN–HEVVN	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG
	HEVVN–PLYER	PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD
	PLYER–SWABE	PIE, ORL, OMN, SRQ, TAY
	SWABE–ST PETERSBURG	LAL, ORL, OMN, SRQ, PHK, PIE
	ST PETERSBURG–CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN

Route	Segment	DME
Q106	SMELZ–BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI–DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK–GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
Q108	GADAY–CLAWZ	MGM, SJI, CEW, JYU, PZD, OTK, MCN, SZW, LGC, TAY, AMG
Q110	THNDR–JAYMC	SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI
	JAYMC–RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO–KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
	GULFR–FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
Q112	DEFUN–HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVVN–INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
Q116	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
	GULFR–CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
Q118	KPASA–BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS–LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
Q501	VIXIS–GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT,EAU, DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
	GOPHER–SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
Q502	KENPA–GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD
	GOPHER–SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
Q504	NOTAP–CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD
	CESNA–HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
Q505	OMAGA–RIMBE	SSM, TVC, ASP, SAW, GRB
	RIMBE–CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	CESNA–HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB

*Denotes Critical DME Facility

RNAV Routing Pitch and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

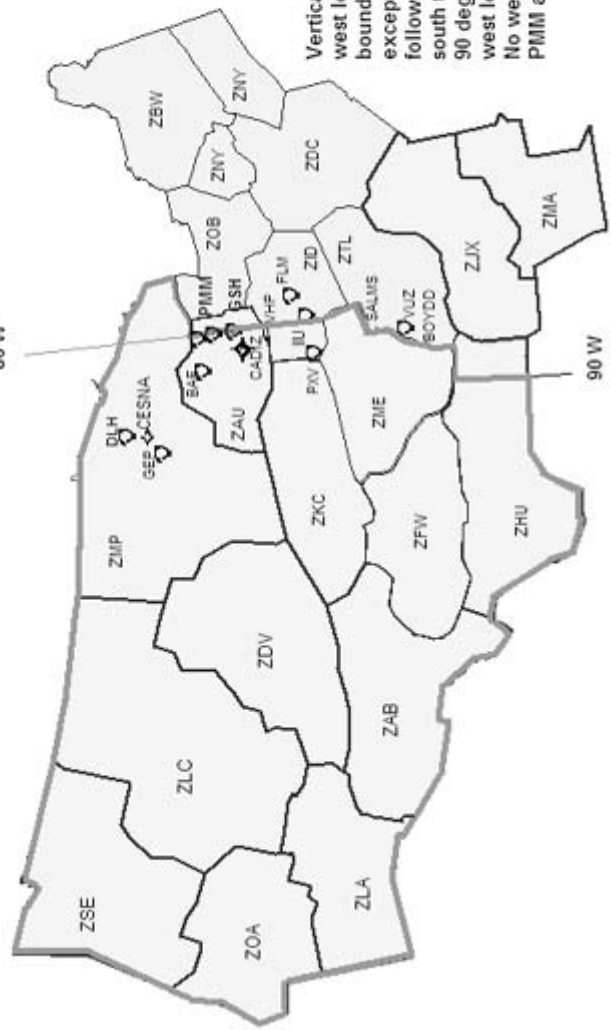
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: http://sua.faa.gov/sua/Welcome.do. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.



Vertical Pitch Line: 86 degrees west longitude from the ZMP/ZAU boundary to the ZME/ZID boundary, except between PMM and GSH, then following the ZME east boundary south to the ZHU boundary. Then west to 90 degrees west longitude, the 90 degrees west longitude to the ZHU southern boundary. No westbound traffic between PMM and GSH.

HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non–restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MZV or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD–STAR or MLC J105 SGF BDF BRADFORD–STAR
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, EMG, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE–RNAV STAR or Aircraft joining J37 to the northeast, BPT GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, ELD Q32 J42

Houston Hobby	LIT, EMG, MLC, JCT, or Aircraft joining J42 to the northeast, ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTS or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ, MCM or HLV MCI
San Antonio Terminal Area	FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area Oakland San Jose	GALLI, INSLO, HAROL JSICA GALLI, INSLO, HAROL JSICA GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY

*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVAC or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)–STAR or PATYN HONIE (RNAV)–STAR

Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP

*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522, Q505, Q504, Q502, Q501
or
Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP
or
Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.

Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY–STAR or ESPAN FRIHO–STAR or LAVAN LAVAN–STAR or FTI FRIHO–STAR or MIERA MIERA–STAR
Austin Terminal Area	Aircraft west of a north–south line at LFK, BLEWE or Aircraft east of a north–south line at LFK,IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)–STAR
Chicago Midway	CVA MOTIF–STAR or PIA MOTIF–STAR or DBQ CVA MOTIF–STAR or LMN MOTIF–STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE–STAR or TVC PULLMAN–STAR or FOD DBQ JVL JANESVILLE–STAR or MCW JANESVILLE–STAR or GCK IRK BRADFORD–STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

Denver Terminal Area	OATHE DANDD–STAR or HGO QUAIL–STAR or LOPEC–STAR or ALS LARKS–STAR or HBU POWDR–STAR or EKR TOMSN–STAR or CHE TOMSN–STAR or BFF LANDR–STAR or LBF SAYGE–STAR or HCT SAYGE–STAR or RSK LARKS–STAR or LAA QUAIL–STAR or GCK J154 RYLIE DANDD–STAR or OCS J154 ALPOE RAMMS–STAR or YANKI J114 SNY LANDR–STAR or Aircraft filed BIL or east, MBW RAMMS–STAR
Ft Lauderdale or Ft Lauderdale Executive	CEW DEFUN Q104 PIE SWAGS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 PIE SWAGS (RNAV)–STAR
Houston Bush	CRP, CVE, LLO, LUKIY, SAT or Aircraft south and east of LLA, LLA or MISLE Q40 AEX or Aircraft north and east of SJI, SJI or Aircraft east of PXV, PXV Q31 DHART SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Houston Hobby	CRP, ELLVR, SAT, SWB or Aircraft south and east of GIRLY, GIRLY or Aircraft north and east of SJI, SJI or BESOM Q38 ROKIT ROKIT–STAR or Aircraft east of PXV, PXV Q29 HARES SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Jacksonville	GADAY ZOOSS TAY Aircraft through ZHU airspace remain south of ZME and ZTL airspace or ZOOSS TAY

John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA PGS LYNSY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVVN Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLS
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW INPIN GULLO (RNAV)–STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL–STAR or LARNO BONVL–STAR or MOXEE MOXEE–STAR
St. Louis Terminal Area	SGF TRAKE–STAR or BUM TRAKE–STAR or ANX TRAKE–STAR or LMN IRK RIVRS–STAR or RBS VANDALIA–STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE–STAR or EKR MTU SPANE–STAR or BCE DTA–TCH or MLF DTA–TCH or BVL BONNEVILLE–STAR or BYI BEARR–STAR or PIH BEARR–STAR or DBS BRIGHAM CITY–STAR or JAC BRIGHAM CITY–STAR or BPI BRIGHAM CITY–STAR or OCS BRIGHAM CITY–STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north–south line at LFK, BLEWE or East of a north–south line at LFK, IDU

San Francisco	FMG GOLDEN GATE–STAR or MVA MODESTO–STAR or ENI GOLDEN GATE–STAR or OAL MODESTO–STAR or South of a line ILC to DVC, REANA KATTS OAL MODESTO–STAR
San Jose	FMG HYP EL NIDO–STAR or OAL HYP EL NIDO–STAR or ENI GOLDEN GATE–STAR or South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO–STAR
Seattle Terminal Area	Aircraft from northeast, southeast, south, TEMPL GLASR–STAR or SUNED CHINS–STAR or BTG OLMYPIA–STAR
Southwest Florida Airports RSW and FMY	CEW DEFUN Q104 SWABE JOSFF–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW HEVVN Q104 SWABE JOSFF–STAR
Tampa Terminal Area	CEW DEFUN Q104 HEVVN DARBS–STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW DARBS–STAR
Tucson	DRK PXR or MOHAK GBN

VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with ''VP''. Stand–alone VFR Waypoints are portrayed on VFR Charts using the same four–point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57′/W076°20.38′
VPONX	_____	N39°06.65′/W076°55.92′
VPOOP	_____	N38°56.32′/W076°36.90′

BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17′/W070°49.48′
VPBLT	_____	N42°19.67′/W070°53.40′
VPCGS	_____	N42°22.08′/W071°03.13′
VPEVS	_____	N42°23.52′/W071°04.10′
VPFEN	_____	N42°12.58′/W071°08.88′
VPFRE	_____	N42°25.03′/W071°12.32′
VPGVL	_____	N42°21.88′/W070°52.18′
VPHAM	_____	N42°30.13′/W071°07.15′
VPPIK	_____	N42°20.37′/W071°15.93′
VPQUA	_____	N42°12.10′/W071°04.78′
VPQUB	_____	N42°12.60′/W070°59.83′
VPSPF	_____	N42°24.20′/W071°09.47′
VPTOB	_____	N42°31.42′/W070°59.82′
VPWAN	_____	N42°36.88′/W071°19.45′

BOSTON TERMINAL AREA CHART

VPCOH	Cohasset	N42°13.58′/W070°48.94′
VPCUT	Cuttyhunk Harbor	N41°25.50′/W070°55.03′
VPFRA	Framingham Shopping Center	N42°18.16′/W071°23.65′
VPHOL	Woods Hole	N41°31.06′/W070°40.60′
VPHUL	Hull	N42°18.20′/W070°55.30′
VPLPT	Nantucket Great Point	N41°23.41′/W070°02.78′
VPNED	Needham Towers	N42°18.51′/W071°14.64′
VPPEA	Peabody Shopping Center	N42°32.52′/W070°56.69′
VPROC	Rockingham Race Track	N42°46.29′/W071°13.57′
VPSCI	Scituate	N42°11.89′/W070°43.69′
VPTPT	Nantucket Third Point	N41°18.51′/W070°03.37′
VPTUC	Tuckernuck	N41°18.31′/W070°15.43′
VPWAK	Wakefield	N42°30.72′/W071°05.24′
VPWAN	Wang Towers	N42°36.88′/W071°19.45′

CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37′/W076°31.47′
VPAVA	_____	N34°57.00′/W077°16.50′
VPBFE	_____	N32°16.38′/W080°47.50′
VPBRA	_____	N36°13.75′/W076°08.08′
VPGCE	_____	N36°03.90′/W076°36.42′
VPGHI	_____	N35°15.30′/W075°31.25′
VPGIO	_____	N35°32.50′/W076°37.33′
VPKJU	_____	N35°26.58′/W076°10.22′
VPLMN	_____	N34°55.43′/W077°46.42′
VPMAB	_____	N34°42.20′/W077°03.50′
VPNPO	ISLE OF PALMS	N32°47.78′/W079°46.45′
VPOKY	_____	N35°06.53′/W075°59.17′
VPREP	_____	N32°33.98′/W080°21.82′
VPRRS	_____	N33°25.45′/W079°07.60′
VPUMO	_____	N35°35.63′/W075°28.08′
VPWZO	_____	N36°00.87′/W075°40.07′
VPZIE	_____	N32°01.62′/W080°53.42′

CHICAGO SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCOH	_____	N31°49.35′/W081°51.07′

DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN	_____	N39°44.28′/W104°26.00′
VPFTG	_____	N39°44.35′/W104°32.75′
VPNIC	NORTH INTERCHANGE	N39°58.90′/W104°59.27′

HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPBWY	_____	N29°46.25′/W095°09.24′
VPDTN	_____	N29°46.59′/W095°22.01′
VPGLA	_____	N30°08.32′/W095°06.62′
VPGLB	_____	N30°07.80′/W094°55.70′
VPKTY	_____	N29°47.05′/W095°44.92′
VPPLN	_____	N30°08.80′/W095°50.42′
VPRSN	_____	N29°30.00′/W095°41.00′
VPSND	_____	N29°23.13′/W095°28.86′
VPSNT	_____	N29°49.29′/W094°53.94′
VPTNE	_____	N29°47.48′/W095°03.34′
VPTNW	_____	N29°47.06′/W095°33.81′
VPTRK	_____	N29°24.06′/W095°10.44′

JACKSONVILLE SECTIONAL CHART

VPAFI	_____	N31°49.35′/W081°51.07′
VPAFY	_____	N30°07.00′/W081°21.33′
VPBEC	_____	N29°46.25′/W081°15.10′
VPCJA	_____	N29°30.00′/W081°06.00′
VPCKY	_____	N28°46.50′/W082°34.00′
VPCNY	_____	N28°30.00′/W080°45.00′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDAR	_____	N31°22.38′/W081°24.13′
VPDFI	_____	N29°00.17′/W081°20.85′
VPDUT	_____	N27°37.70′/W082°09.10′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPEGV	_____	N29°39.97′/W081°24.87′
VPFFU	_____	N28°57.08′/W081°00.33′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHAA	_____	N30°04.02′/W083°40.02′
VPHUC	_____	N28°19.87′/W082°43.77′
VPIWA	MIDWAY	N31°48.33′/W081°25.85′
VPJMY	_____	N29°26.92′/W081°18.27′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPLEV	_____	N28°48.00′/W080°52.00′
VPLJA	_____	N29°00.00′/W080°51.00′
VPMAI	_____	N30°50.02′/W084°56.63′
VPTLH	_____	N30°32.70′/W083°52.22′
VPXZY	_____	N29°35.00′/W083°10.00′
VPYIW	_____	N30°42.28′/W081°27.25′
VPZIE	_____	N32°01.62′/W080°53.42′

KANSAS CITY SECTIONAL CHART

VPAGO	_____	N37°50.33′/W090°29.03′
VPBEK	_____	N37°15.07′/W092°30.67′
VPDEN	_____	N37°46.75′/W092°19.20′
VPENE	_____	N37°44.75′/W091°55.78′
VPESS	_____	N36°59.48′/W091°00.88′
VPFME	_____	N37°41.00′/W092°38.33′
VPGXY	_____	N37°15.50′/W091°40.17′
VPMBE	_____	N37°11.08′/W090°27.92′
VPMKE	_____	N37°24.47′/W092°40.00′
VPROV	_____	N38°01.72′/W091°12.81′
VPUTT	_____	N37°52.05′/W092°01.20′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPWOC	_____	N37°18.03′/W092°18.63′
VPWRO	_____	N37°39.12′/W091°45.68′
VPXIZ	_____	N37°26.60′/W092°05.42′

KANSAS CITY TERMINAL AREA CHART

VPATN	ATCHISON	N39°33.62′/W095°07.65′
VPBGS	BLUE SPRINGS	N39°01.82′/W094°16.32′
VPBSP	BONNER SPRINGS	N39°03.78′/W094°53.10′
VPCHB	CHOUTEAU BRIDGE	N39°08.77′/W094°32.03′
VPDSO	DE SOTO	N38°58.68′/W094°58.48′
VPESG	EXCELSIOR SPRINGS	N39°20.68′/W094°13.77′
VPGTB	GARRETSBURG	N39°40.92′/W094°41.45′
VPLAT	LATHROP WATER TANK	N39°32.87′/W094°20.00′
VPLEN	LENEXA	N38°57.77′/W094°43.68′
VPLVL	LONGVIEW LAKE	N38°54.63′/W094°28.28′
VPMCL	MC LOUTH	N39°11.65′/W095°12.50′
VPNHA	NASHUA	N39°17.83′/W094°34.80′
VPSCX	SPORTS COMPLEX	N39°03.00′/W094°29.02′
VPSKR	SUGAR CREEK REFINERY	N39°07.00′/W094°27.02′
VPSPK	SWOPE PARK	N39°00.47′/W094°31.93′
VPTSK	TWIN STACKS	N39°09.05′/W094°38.22′
VPWOF	WORLDS OF FUN	N39°10.42′/W094°29.12′

KLAMATH FALLS SECTIONAL CHART

VPORO	_____	N43°57.38′/W123°02.22′

LOS ANGELES HELICOPTER CHART

VPANA	_____	N33°44.43′/W117°50.03′
VPART	MAGNOLIA	N33°51.45′/W117°58.92′
VPAUT	HWY 91 & 55	N33°50.63′/W117°49.57′
VPBOB	_____	N33°59.60′/W117°21.45′
VPCAR	_____	N33°49.90′/W118°17.23′
VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61′
VPCOR	_____	N33°52.90′/W117°32.95′
VPCRX	_____	N34°01.40′/W117°44.88′
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53′
VPDOW	_____	N33°56.47′/W118°05.80′
VPELA	_____	N34°00.98′/W118°10.35′
VPETY	_____	N33°38.70′/W117°44.12′
VPFCB	_____	N34°02.03′/W118°01.63′
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71′/W119°10.39′
VPGOL	_____	N34°09.33′/W118°17.37′
VPIMP	_____	N33°55.85′/W118°16.85′
VPKAT	_____	N33°48.23′/W117°54.22′
VPKEL	_____	N34°03.92′/W117°48.40′
VPLAC	_____	N34°03.75′/W118°14.93′
VPLLU	_____	N34°03.85′/W117°17.82′
VPLQM	QUEEN MARY	N33°45.17′/W118°11.37′
VPLRT	SANTA ANITA RACE TRACK	N34°08.45′/W118°02.65′
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97′/W118°16.32′
VPMDR	_____	N33°59.27′/W118°23.97′
VPNEW	NEWHALL PASS	N34°20.18′/W118°30.72′
VPNUY	_____	N34°09.63′/W118°28.18′
VPPCH	_____	N33°28.07′/W117°40.32′
VPPKC	_____	N34°03.32′/W118°12.83′
VPPOR	_____	N34°00.10′/W117°50.12′
VPRRT	_____	N33°59.37′/W118°16.83′
VPSEP	_____	N34°05.80′/W118°28.63′
VPSFR	_____	N34°17.45′/W118°28.07′
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34′
VPSTK		N34°13.97′/W118°24.60′

LOS ANGELES SECTIONAL CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61′
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53′
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71′/W119°10.39′
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34′

LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG	CONEJO GRADE US HWY 101	N34°12.54′/W118°59.61′
VPCSU	CSU CHANNEL ISLANDS	N34°09.76′/W119°02.53′
VPGTY	GETTY CENTER	N34°04.84′/W118°28.66′
VPLBP	BANNING PASS	N33°56.05′/W116°59.63′
VPLCC	CHAFFEY COLLEGE	N34°08.87′/W117°34.33′
VPLCP	CAJON PASS	N34°18.07′/W117°27.68′
VPLDL	DISNEYLAND	N33°48.72′/W117°55.13′
VPLDP	DANA POINT	N33°27.62′/W117°42.87′
VPLDS	DODGER STADIUM	N34°04.42′/W118°14.42′
VPLFX	91/605 INTERCHANGE	N33°52.38′/W118°06.08′
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10′/W118°18.02′
VPLHF	110/405 FWYS	N33°51.42′/W118°17.10′
VPLHP	HUNTINGTON PIER	N33°39.32′/W118°00.25′
VPLKH	KING HARBOR	N33°50.75′/W118°23.88′
VPLLC	L.A. COLISEUM	N34°00.83′/W118°17.27′
VPLLM	LAKE MATHEWS	N33°50.58′/W117°26.85′
VPLMM	MAGIC MOUNTAIN	N34°26.20′/W118°36.28′
VPLMS	MILE SQUARE PARK	N33°43.40′/W117°56.77′
VPLPD	PRADO DAM	N33°53.40′/W117°38.48′
VPLPP	PACIFIC PALISADES	N34°02.13′/W118°32.15′
VPLQM	QUEEN MARY	N33°45.17′/W118°11.37′
VPLRB	ROSE BOWL	N34°09.67′/W118°10.05′
VPLRT	SANTA ANITA RACE TRACK	N34°08.45′/W118°02.65′
VPLSA	SANTA ANA CANYON	N33°52.03′/W117°42.68′
VPLSB	SANTA FE FLOOD BASIN	N34°07.72′/W117°57.30′
VPLSC	STATE COLLEGE	N33°52.97′/W117°53.13′
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87′/W118°29.00′
VPLSP	SIGNAL PEAK	N33°36.33′/W117°48.63′
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07′/W118°21.13′
VPLSS	SANTA SUSANA PASS	N34°16.00′/W118°38.43′
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40′/W118°20.30′
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97′/W118°16.32′
VPLWT	WATER TANK	N34°10.82′/W118°46.27′
VPNEW	NEWHALL PASS	N34°20.18′/W118°30.72′
VPSTC	SATICOY BRIDGE	N34°16.62′/W119°08.34′

MIAMI SECTIONAL CHART

VPACH	HOLLYWOOD BEACH	N26°00.92′/W080°06.93′
VPBOV	_____	N27°57.00′/W080°46.75′
VPCLE	_____	N26°27.07′/W082°00.88′
VPCTE	_____	N26°09.28′/W081°20.70′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDUT	_____	N27°37.70′/W082°09.10′
VPDZE	_____	N27°19.00′/W080°44.17′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPEDY	ANDYTOWN TOLLGATE	N26°08.78′/W080°28.00′
VPFAH	_____	N26°25.40′/W081°29.67′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHRO	_____	N27°05.97′/W082°12.20′
VPHUC	_____	N28°19.87′/W082°43.77′
VPIBR	_____	N27°12.47′/W081°40.22′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPKOE	_____	N24°40.08′/W081°20.55′
VPLYY	_____	N24°49.07′/W080°49.17′
VPMBO	GULFSTREAM PARK	N25°58.57′/W080°08.17′
VPOBA	PUMPING STATION	N26°28.30′/W080°26.75′
VPRBI	_____	N25°50.67′/W080°55.18′
VPRNL	RANGER STATION	N25°22.92′/W080°36.58′
VPWMO	_____	N27°03.00′/W080°35.00′

MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92′/W080°06.93′
VPEDY	ANDYTOWN TOLLGATE	N26°08.78′/W080°28.00′
VPMBO	GULFSTREAM PARK	N25°58.57′W080°08.17′
VPOBA	PUMPING STATION	N26°28.30′/W080°26.75′
VPRBI	_____	N25°50.67′/W080°55.18′
VPRNL	RANGER STATION	N25°22.92′/W080°36.58′

NEW ORLEANS SECTIONAL CHART

VPGPT	_____	N30°25.95′/W089°05.62′
VPLIP	PHILLIPS INLET	N30°16.23′/W085°59.25′
VPMAI	_____	N30°50.02′/W084°56.63′
VPMOB	_____	N30°23.00′/W088°31.72′
VPRAM	_____	N30°18.95′/W089°35.88′
VPRER	_____	N30°13.87′/W085°20.67′
VPRIV	_____	N30°54.85′/W087°57.82′
VPSAW	_____	N30°49.65′/W089°07.42′
VPTHR	_____	N30°19.93′/W087°08.50′

NEW YORK HELICOPTER CHART

VPJAY	_____	N40°59.00′/W073°07.00′
VPLYD	_____	N40°57.37′/W073°29.59′
VPROK	_____	N40°52.70′/W073°44.24′

PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97′/W112°35.20′
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05′/W112°41.38′
VPARM	ARROWHEAD MALL	N33°38.52′/W112°13.48′
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98′/W111°59.08′
VPAZM	ARIZONA MILLS	N33°23.43′/W111°57.88′
VPBAR	BARTLETT DAM	N33°49.10′/W111°37.92′
VPCCC	COUNTRY CLUB & CANAL	N33°30.73′/W111°50.37′
VPCNL	CANAL	N33°33.23′/W111°46.89°
VPFRB	FIREBIRD LAKE	N33°16.35′/W111°58.10′
VPFTN	FOUNTAIN HILLS	N33°36.12′/W111°42.72′
VPGLX	GILA CROSSING	N33°16.55′/W112°10.08′
VPGPP	GLENDALE POWER PLANT	N33°33.27′/W112°13.00′
VPMAR	MARICOPA	N33°03.42′/W112°02.88′
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53′/W111°49.58′
VPNRV	NEW RIVER	N33°55.08′/W112°08.45′
VPNTT	NORTH TEST TRACK	N33°03.50′/W111°55.83′
VPPIR	PIR	N33°22.52′/W112°18.90′
VPQTR	QUINTERO GOLF COURSE	N33°49.53′/W112°23.58′
VPRVC	RIO VERDE COMMUNITY	N33°44.37′/W111°39.62′
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02′/W112°02.12′
VPSQP	SQUAW PEAK	N33°32.83′/W112°01.27′
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50′/W111°41.37′
VPSTN	SANTAN MOUNTAINS	N33°09.23′/W111°40.92′
VPSTT	SOUTH TEST TRACK	N32°56.25′/W111°59.67′
VPZZZ	_____	N33°20.18′/W111°26.53′

ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08′/W090°22.42′
VPBPE	_____	N38°23.80′/W090°20.38′
VPCJY	HOLIDAY SHORES	N38°55.00′/W089°56.00′
VPCOJ	WINFIELD DAM	N39°00.28′/W090°41.23′
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18′/W090°16.47′
VPEAZ	BUSCH STADIUM	N38°37.43′/W090°11.55′
VPEDZ	WATER TANKS	N38°45.30′/W090°34.87′
VPEGR	GAS TANKS	N38°35.80′/W090°19.32′
VPEOX	ST PETERS	N38°47.17′/W090°39.25′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPFAI	HOWELL ISLAND	N38°40.00′/W090°43.00′
VPFFY	_____	N38°55.37′/W090°17.30′
VPGPF	_____	N38°35.60′/W090°26.92′
VPGVI	_____	N38°32.30′/W090°27.80′
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88′/W090°10.42′
VPIBO	WATERLOO	N38°20.00′/W090°09.00′
VPJMU	HORSESHOE LAKE	N38°41.00′/W090°05.00′
VPKNY	PACIFIC	N38°29.00′/W090°44.00′
VPLES	ST CHARLES	N38°47.00′/W090°30.00′
VPLIW	SIX FLAGS	N38°30.67′/W090°40.47′
VPLXU	GATEWAY ARCH	N38°37.50′/W090°11.00′
VPNSY	WOOD RIVER REFINERIES	N38°50.00′/W090°05.00′
VPNZY	WENTZVILLE	N38°48.83′/W090°50.98′
VPRAZ	JERSEYVILLE	N39°07.00′/W090°20.00′
VPRMO	FOREST PARK	N38°38.00′/W090°17.00′
VPWKO	COLUMBIA	N38°27.00′/W090°12.00′
VPXXI	MILLSTADT	N38°27.50′/W090°05.68′
VPYID	MOSENTHEIN ISLAND	N38°43.00′/W090°12.25′

SALT LAKE CITY HELICOPTER CHART

VPAIR	SALTAIR	N40°44.85′/W112°11.22′
VPBEE	SOUTH INTERCHANGE	N40°38.18′/W111°54.23′
VPBRN	BARN	N40°54.28′/W112°10.15′
VPCAP	STATE CAPITOL	N40°46.67′/W111°53.25′
VPCHS	_____	N40°42.28′/W112°05.92′
VPCOP	BINGHAM COPPER MINE	N40°31.38′/W112°09.00′
VPCWY	CAUSEWAY	N41°05.37′/W112°07.17′
VPCYN	PARLEYS CANYON	N40°42.67′/W111°48.10′
VPFPC	FREE PORT CENTER	N41°05.92′/W112°02.27′
VPFPK	FRANCIS PEAK	N41°01.98′/W111°50.30′
VPGFS	GARFIELD STACK	N40°43.28′/W112°11.88′
VPHVE	SPAGHETTI BOWL	N40°43.50′/W111°54.22′
VPJRT	JORDAN RIVER TEMPLE	N40°35.02′/W111°55.58′
VPKSL	KSL ANTENNA	N40°46.80′/W112°05.80′
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08′/W111°53.57′
VPMDH	MCKAY DEE HOSPITAL	N41°11.50′/W111°57.08′
VPMMT	MICROWAVE TOWERS	N40°48.50′/W111°53.37′
VPMSH	_____	N41°01.67′/W112°02.47′
VPNSL	_____	N40°50.15′/W111°54.90′
VPNTP	_____	N41°03.57′/W112°14.23′
VPOGE	GRAIN ELEVATOR	N41°13.13′/W112°00.45′
VPOPS	POWER STATION	N41°20.38′/W112°02.78′
VPPEN	STATE PRISON	N40°29.88′/W111°53.62′
VPPPT	PROMONTORY POINT	N41°12.28′/W112°25.73′
VPPTM	POINT OF THE MOUNTAIN	N40°27.42′/W111°54.83′
VPPVO	PROVO CANYON	N40°18.77′/W111°39.45′
VPRWY	_____	N40°48.48′/W112°00.33′
VPSLC	I–15/I–80 INTERCHANGE	N40°45.83′/W111°54.85′
VPTIP	SOUTH TIP	N40°50.93′/W112°10.92′
VPWBR	WEBER CANYON	N41°08.17′/W111°54.83′
VPWBT	_____	N40°38.00′/W112°03.33′

SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR	SALTAIR	N40°44.85′/W112°11.22′
VPBEE	SOUTH INTERCHANGE	N40°38.18′/W111°54.23′
VPBRN	BARN	N40°54.28′/W112°10.15′
VPCAP	STATE CAPITOL	N40°46.67′/W111°53.25′
VPCHS	_____	N40°42.28′/W112°05.92′
VPCOP	BINGHAM COPPER MINE	N40°31.38′/W112°09.00′
VPCVI	CENTERVILLE INTERCHANGE	N40°55.30′/W111°53.43′
VPCWY	CAUSEWAY	N41°05.37′/W112°07.17′
VPCYN	PARLEYS CANYON	N40°42.67′/W111°48.10′
VPFPC	FREE PORT CENTER	N41°05.92′/W112°02.27′
VPFPK	FRANCIS PEAK	N41°01.98′/W111°50.30′
VPGFS	GARFIELD STACK	N40°43.28′/W112°11.88′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50′/W111°54.22′
VPJRT	JORDAN RIVER TEMPLE	N40°35.02′/W111°55.58′
VPKSL	KSL ANTENNA	N40°46.80′/W112°05.80′
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08′/W111°53.57′
VPMDH	MCKAY DEE HOSPITAL	N41°11.50′/W111°57.08′
VPMMT	MICROWAVE TOWERS	N40°48.50′/W111°53.37′
VPMSH	_____	N41°01.67′/W112°02.47′
VPNSL	_____	N40°50.15′/W111°54.90′
VPNTP	_____	N41°03.57′/W112°14.23′
VPOGE	GRAIN ELEVATOR	N41°13.13′/W112°00.45′
VPOPS	POWER STATION	N41°20.38′/W112°02.78′
VPPEN	STATE PRISON	N40°29.88′/W111°53.62′
VPPPT	PROMONTORY POINT	N41°12.28′/W112°25.73′
VPPTM	POINT OF THE MOUNTAIN	N40°27.42′/W111°54.83′
VPPVO	PROVO CANYON	N40°18.77′/W111°39.45′
VPRWY	_____	N40°48.48′/W112°00.33′
VPSLC	I–15/I–80 INTERCHANGE	N40°45.83′/W111°54.85′
VPTIP	SOUTH TIP	N40°50.93′/W112°10.92′
VPUOU	U OF U EVENTS CENTER	N40°45.73′/W111°50.28′
VPWBR	WEBER CANYON	N41°08.17′/W111°54.83′
VPWBT	_____	N40°38.00′/W112°03.33′
VPZOO	HOGLE ZOO	N40°45.00′/W111°48.95′

SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62′/W117°42.87′
VPLSP	SIGNAL PEAK	N33°36.33′/W117°48.63′
VPOCN	_____	N33°14.15′/W117°26.63′
VPSBC	BARONA CASINO	N32°56.25′/W116°52.60′
VPSBL	_____	N33°05.18′/W117°18.55′
VPSBM	BLACK MOUNTAIN	N32°58.87′/W117°07.00′
VPSCF	_____	N32°48.55′/W117°09.17′
VPSCM	COWLES MOUNTAIN	N32°48.72′/W117°01.97′
VPSCP	CRYSTAL PIER	N32°47.77′/W117°15.42′
VPSCR	_____	N32°39.37′/W117°07.30′
VPSFB	IRON MOUNTAIN	N32°58.25′/W116°57.33′
VPSLJ	LAKE JENNINGS	N32°51.53′/W116°53.28′
VPSMB	_____	N32°45.57′/W117°12.22′
VPSMP	_____	N33°22.70′/W117°36.75′
VPSMS	MOUNT SOLEDAD	N32°50.40′/W117°15.10′
VPSMV	_____	N32°45.75′/W117°09.80′
VPSMW	MOUNT WOODSON	N33°00.52′/W116°58.23′
VPSOP	OTAY MESA PRISON	N32°35.82′/W116°55.28′
VPSOT	LOWER OTAY LAKE	N32°37.73′/W116°55.38′
VPSPL	SOUTH POINT LOMA	N32°39.90′/W117°14.55′
VPSPP	POWER PLANT	N33°08.25′/W117°20.23′
VPSQS	QUALCOMM STADIUM	N32°46.98′/W117°07.23′
VPSRT	DEL MAR RACE TRACK	N32°58.58′/W117°15.95′
VPSSM	SAN MIGUEL MOUNTAIN	N32°41.78′/W116°56.18′
VPSSV	SAN VICENTE ISLAND	N32°55.53′/W116°55.00′
VPSTP	TORREY PINES GOLF COURSE	N32°54.17′/W117°14.68′
VPSVA	_____	N33°11.48′/W117°16.38′

SAN FRANCISCO SECTIONAL CHART

VPKBG	KINGSBURY GRADE	N38°58.75′/W119°53.20′

SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35′/W121°35.42′
VPANT	ANTIOCH BRIDGE	N38°01.45′/W121°45.02′
VPBBR	BENICIA BRIDGE	N38°02.50′/W122°07.45′
VPCAL	CALAVERAS RESERVOIR	N37°28.16′/W121°48.93′
VPCBT	LAKE CHABOT	N37°43.68′/W122°06.94′
VPCOY	COYOTE HILLS	N37°32.50′/W122°05.06′
VPCQZ	CARQUINEZ BRIDGE	N38°03.66′/W122°13.52′
VPCRL	_____	N37°11.00′/W121°41.06′
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56′/W122°21.10′

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCSH	CAL STATE UNIVERSITY	N37°39.52′/W122°03.52′
VPDAM	DEL VALLE DAM	N37°36.91′/W121°44.78′
VPDLR	_____	N37°07.00′/W121°47.06′
VPDUB	DUBLIN	N37°42.06′/W121°55.36′
VPEMB	EMBASSY SUITES	N37°26.05′/W121°53.83′
VPGGF	GOLDEN GATE FIELDS	N37°53.07′/W122°18.71′
VPGIL	GILROY	N37°01.37′/W121°33.99′
VPHHH	HAMILTON	N38°03.58′/W122°30.66′
VPKGO	KGO	N37°31.58′/W122°06.10′
VPLEX	LEXINGTON RESERVOIR	N37°11.66′/W121°59.18′
VPMID	MID–SPAN SAN MATEO BRIDGE	N37°36.28′/W122°11.81′
VPMOR	MORMON TEMPLE	N37°48.46′/W122°11.95′
VPNUM	NUMMI PLANT	N37°29.56′/W121°56.58′
VPPAC	_____	N37°38.00′/W122°32.07′
VPPRU	PRUNEYARD	N37°17.33′/W121°56.01′
VPSAR	SARATOGA	N37°15.26′/W122°02.33′
VPSLA	SLAC/LINEAR ACCELERATOR	N37°24.75′/W122°14.35′
VPSTB	STINSON BEACH	N37°54.45′/W122°40.41′
VPSUN	SUNOL GOLF COURSE	N37°34.85′/W121°53.23′
VPUTC	U.T.C.	N37°13.93′/W121°41.35′
VPWAL	WALNUT CREEK	N37°53.78′/W122°04.30′
VPWAM	_____	N37°30.28′/W122°10.00′
VPWFR	CEMENT PLANT	N37°30.88′/W122°12.26′

TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV	_____	N27°57.00′/W080°46.75′
VPCNY	_____	N28°30.00′/W080°45.00′
VPDAD	DADE CITY	N28°22.57′/W082°11.25′
VPDFI	_____	N29°00.17′/W081°20.85′
VPDUT	_____	N27°37.70′/W082°09.10′
VPEAR	CLEARWATER BEACH	N27°58.67′/W082°49.83′
VPFFU	_____	N28°57.08′/W081°00.33′
VPGPE	ST PETE BEACH	N27°43.50′/W082°44.67′
VPHUC	_____	N28°19.87′/W082°43.77′
VPKER	LAKE PARKER	N28°04.00′/W081°56.00′
VPLEV	_____	N28°48.00′/W080°52.00′
VPLJA	_____	N29°00.00′/W080°51.00′

WASHINGTON SECTIONAL CHART

VPACE	_____	N38°07.82′/W076°48.75′
VPAXI	_____	N38°34.57′/W076°20.38′
VPBRA	_____	N36°13.75′/W076°08.08′
VPGCE	_____	N36°03.90′/W076°36.42′
VPWZO	_____	N36°00.87′/W075°40.07′

VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed ''Type of Checkpoint'' & ''Type of VOT Facility'' G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

ILLINOIS

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Centralia (Centralia Muni)	115.0/ENL	A/2000	027	6.1	Over apch end Rwy 36.
Champaign (Urbana)	110.0/CMI	A/2000	177	7.8	Over grain elevator at Pesotum.
Champaign (University of Illinois–Willard)	110.0/CMI	G	332	0.9	On runup pad Rwy 14L.
Decatur (Decatur)	117.2/DEC	A/1700	348	5.4	Over apch end Rwy 36.
Galesburg	109.8/GBG	A/3000	237	12	Over railroad bridge.
Jacksonville	108.6/IJX	A/1600	137	11.1	Over railroad crossing 2 NM NW of Franklin.
Joliet (Aurora Muni)	112.3/JOT	A/2500	331	15	Over intersection of rwys.
Joliet (Joliet Rgnl)	112.3/JOT	A/1500	102	6.5	Over centerline of NW end of Rwy 04–22.
Lawrenceville (Lawrenceville–Vincennes Intl)	108.8/LWV	G	177	.6	South side of Echo.
Marion (Williamson Co Rgnl)	110.4/MWA	A/1500	287	11	Railroad intersection in town of De Soto.
	110.4/MWA	G	139	.5	On parallel twy to Rwy 29.
Mattoon/Charleston (Coles Co Memorial)	109.4/MTO	G	066	7	Runup pad Rwy 24. VOR checkpoint unusable.
Moline (Quad City Intl)	114.4/MZV	A/2000	034	9.8	Over intersection of Rwys 05–23, 09–27, 13–31.
Mount Vernon (Mount Vernon)	113.8/VNN	G	223	3.2	At intersection of taxiways B and B2.
Peoria (Greater Peoria Rgnl)	115.2/PIA	A/2000	100	4.9	Over intersection Rwys 13–31 and 4–22.
Quincy (Quincy Rgnl–Baldwin Fld)	113.6/UIN	G	029	6.6	On W side of terminal ramp.
Roberts	116.8/RBS	A/2000	151	7.8	Over grain elevator in Paxton, IL.
Rockford (Chicago/Rockford Intl)	110.8/RFD	G	108	5.1	Over intersection of twys A/B/D.
Samsville (Mount Carmel Muni)	116.6/SAM	A/1500	063	18.4	Over intersection of Rwys 04–22 and 13–31.
Troy (St Louis Rgnl)	116.0/TOY	A/1600	322	11	Over intersection of N/S and NW/SE rwys.
Vandalia (Vandalia Muni)	114.3/VLA	A/1700	177	5.8	Over centerline at N end N/S rwy.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Chicago (Midway)	111.0	G	
Chicago (O'Hare)	112.0	G	

INDIANA

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Boiler (Purdue Univ)	115.1/BVT	A/1800	286	12	Over water twr in town of Fowler.
Goshen (Goshen Muni)	113.7/GSH	A/2000	090	10.7	Over center of E/W rwy.
Hoosier (Monroe County)	110.2/OOM	G	349	.9	On runup pad Rwy 17.
Huntingburg	109.2/HNB	A/2500	010	8	Over water tower S edge Jasper.
Kokomo (Kokomo Muni)	113.5/OKK	G	242	.6	On taxiway A at AER 05.
Marion (Marion Muni)	108.6/MZZ	G	206	.6	Runup Pad Rwy 04
Muncie (Delaware Co–Johnson Fld)	114.4/MIE	A/2500	181	5.8	Over intersection of highway and railroad.
	114.4/MIE	G	328	0.7	On taxiway A–4 on runup area for Rwy 14.
Pocket City (Evansville Rgnl)	113.3/PXV	A/2000	056	13	Over intersection of E/W and NE/SW rwys.
Terre Haute (Sky King)	115.3/TTH	A/2000	300	7	Over intersection of E/W and N/S rwys.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Fort Wayne Intl	111.0	G	
Indianapolis Intl.	109.6	G	

MICHIGAN

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Alpena (Alpena Co Rgnl)	108.8/APN	G	203	1.1	On runup for Rwy 01.
Au Sable (Oscoda–Wurtsmith)	116.1/ASP	G	249	.9	Approach end Rwy 6.
	116.1/ASP	G	063	1.0	Approach end Rwy 24.
Battle Creek (W.K. Kellogg)	109.4/BTL	A/2000	096	11.3	NS and EW highway intersection.
Escanaba	110.8/ESC	A/2500	002	14.5	Over microwave twr 1 NM S of Perkins.
Gaylord (Gaylord Rgnl)	109.2/GLR	G	077	.6	SE corner of ramp.
Grand Rapids (Gerald R Ford Intl)	115.95/GRR	A/2500	231	10	Over intersection of N/S highway & E/W road 1 NM W of Wayland.
Houghton (Houghton Co Meml)	112.8/CMX	A/2300	077	13.5	Over smoke stack.
Kalamazoo (Kalamazoo/Battle Creek Intl)	109.0/AZO	G	167	.7	On twy to Rwy 35.
Lansing (Capital City)	110.8/LAN	G	058	5.4	On Twy C; 500 E of apch end Rwy 06.
Litchfield	111.2/LFD	A/2000	328	17.5	Over intersection of NS/EW expressway.
Manistique (Schoolcraft County)	110.4/ISQ	A/2400	078	13.2	Over railroad intersection.
Muskegon (Muskegon County)	115.2/MKG	A/2000	272	8.4	Over intersection of NW/SE and NE/SW rwys.
Peck (St Clair County Intl)	114.0/ECK	A/2000	166	22.5	Over apch end Rwy 04.

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Pellston (Cheboygan City–County)	111.8/PLN	A/2000	084	6.4	Over center of E/W rwy.
Pellston (Pellston Rgnl Arpt of Emmet Co)	111.8/PLN	G	241	6.4	At intersection of N/S and E/W twys.
Pontiac (Oakland Co Intl)	111.0/PSI	G	113	5.8	On circle on warmup pad apch end Rwy 27L.
	111.0/PSI	G	120	5.0	On circle on warmup pad apch end Rwy 09R.
Saginaw	112.9/MBS	A/1700	058	6.7	Over intersection US 10 and I–75.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Detroit City	111.6	G	
Detroit (Detroit Metropolitan Wayne Co.)	109.8	G	

OHIO

VOR RECEIVER CHECKPOINTS

Facility Name (Airport Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Buckeye (Port Bucyrus–Crawford Co)	109.8/BUD	A/2500	027	10.5	Over intersection E/W grass strip and Rwy 04–22.
Dryer (Loraine County Rgnl)	113.6/DJB	G	222	1.3	At intersection of taxiway and ramp.
Jefferson (Ashtabula Co)	115.2/JFN	G	067	2.4	On ramp.
Jefferson (Germack)	115.2/JFN	A/2000	278	9.0	At intersection of E/W interstate highway and N–S highway south of town of Geneva Ohio.
Mansfield (Shelby Community)	108.8/MFD	A/2000	277	4.8	Over hangar NW corner of arpt.
Mansfield (Mansfield Lahm Rgnl)	108.8/MFD	G	134	4.7	At intersection of taxiways A and D.
Springfield (Springfield–Beckley Muni)	113.2/SGH	G	050	1.2	On NE taxiway abeam approach end Rwy 24.
Waterville (Fulton Co.)	113.1/VWV	A/1800	295	24.2	Over hangar on WSW side of arpt.
Zanesville (Zanesville Muni)	111.4/ZZV	A/2000	270	5.5	Over water tank.
	111.4/ZZV	G	028	.5	On taxiway near apch end of Rwy 22.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Akron Canton Rgnl	110.6	G	
Cincinnati Muni Arpt Lunken Field	108.4	G	
Cleveland Hopkins Intl	110.4	G	
Columbus (Port Columbus Intl.)	111.0	G or A/2300–5000	Within 10 NM radius of airport.
Dayton (James M Cox Dayton Intl.)	111.0	G or A/2500–4000	Within a 10 NM radius of arpt.
Sidney (Sidney Muni)	111.0	A/2500–4000	

WISCONSIN

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Eau Claire (Chippewa Valley Rgnl)	112.9/EAU	G	182	2.1	Center of ramp.
Green Bay (Austin Straubel Intl)	115.5/GRB	G	141	4.6	On Twy M1 at Rwy 18R apch end.
Janesville	114.3/JVL	A/1900	287	12.7	Over water tower N of Brodhead.
Janesville (Southern Wisconsin Rgnl)	114.3/JVL	G	035	4.3	On taxiway A1.
Kenosha (Sylvania)	109.2/ENW	A/2100	353	5.9	Over N/S interstate highway bridge over E/W highway N of arpt.
LaCrosse (La Crosse Muni)	108.4/LSE	G	356	1.0	Runup pad AER Rwy 18.
Madison (Dane Co Rgnl/Truax Fld)	108.6/MSN	G	151	0.6	On NE corner air national guard ramp adjacent to taxiway D.
Manitowoc (Manitowoc Co)	111.0/MTW	G	196	0.5	SW corner of terminal ramp.
Oshkosh (Wittman Rgnl)	111.8/OSH	G	282	0.6	On taxiway at Rwy 09 apch end
	111.8/OSH	G	173	0.7	On N/S taxiway abeam control tower.
Rhinelander (Rhinelander–Oneida Co)	109.2/RHI	G	212	0.5	At intersection of E–W taxiway at terminal.
Sheboygan Falls (Sheboygan Co Meml)	110.0/FAH	G	232	.4	On taxiway at Rwy 03 apch end.
Stevens Point (Stevens Point Muni)	110.6/STE	A/2500	257	12.1	Over N/S railroad and E/W road in Rudolph.
	110.6/STE	G	022	0.6	From AER 21.
Wausau (Central Wisconsin)	111.6/AUW	A/2800	222	5.5	Over intersection of N–S and E–W rwys.
West Bend	109.8/BJB	A/2500	220	7.6	Over microwave tower E of Slinger.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Milwaukee (Gen Mitchell Intl)	109.0	G	

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

(1) Been in operation for at least 1 year.
(2) Operate year round (at least on weekends).
(3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
	ILLINOIS		
(c) Carmi Muni	19.7 NM; 298°Pocket City	9,500 AGL	3 NM radius. SR–SS weekends.
Deer Grove	25 NM; 343°Bradford	12,500	3 NM radius. SR–SS Year round.
Greenville Arpt	18 NM; 210°Vandalia	13,500	3 NM radius. Weekends and holidays, SR–1 hour after SS. **Kansas City Center 127.7**
(c) Hinckley Arpt	22 NM; 308°Joliet	14,500 AGL	2 NM radius. Mon–Fri 0800 to 1 hour after SS, Sat–Sun 0700 to 1 hour after SS.
(c) Minier, Illinois Valley Parachute Club Arpt	25 NM; 122°Peoria	15,000	Daily SR to 1 hour after SS.
(c) Ottawa, Skydive Chicago Arpt	23.1 NM; 250° Joliet	17,500 AGL	2 NM radius. SR to 1 hour past SS.
(c) Rantoul National Aviation Center–Frank Elliott Fld	16.5 NM; 019° Champaign	13,500	2 NM radius. Daily 0600–2200.
Sterling	16 NM; 206° Polo	12,000 AGL	Year round SR–SS. 10 NM radius.
Tampico	23 NM; 200°Polo	12,500	1 NM radius. 1000–SS daily.
(c) Taylorville, Taylorville Muni	24 NM; 138° Spinner	15,000	5 NM radius. SR–1 hr past SS.
(c) Vandalia, Vandalia Muni	6.2 NM; 178° Vandalia	15,000	5 NM radius. Fri, Sat, Sun and holidays, SR–½ hour past SS. **Kansas City Center 124.3**
	INDIANA		
(c) Angola, Tri–State Steuben Co Arpt	33 NM; 040°Wolf Lake	14,500	5 NM radius, Mon, Wed, Fri, Sat, Sun 0900–SS.
Cloverdale, Swope Airstrip	25 NM; 085° Terre Haute	12,500	5 NM radius. SR–SS daily.
(c) Connersville	14 NM; 257° Richmond	13,500	5 NM radius. Daily SR–SS.
Crawfordsville, Crawfordsville Muni	27.2 NM; 290° Brickyard	15,000	3 NM radius. Fri–Sat–Sun SR–SS.
(c) Flora, Flora Muni	22.4 NM; 272° Kokomo	13,000	5 NM radius. Weekends and holidays, 0900–SS daily. **Grissom APP CON 121.05**
Franklin Flying Fld	17 NM; 220° Shelbyville	13,500	5 NM radius. SR–SS daily.
(c) Goshen Muni	10 NM; 090° Goshen	14,500 AGL	1 NM radius. Weds, Fri–Sat–Sun SR–SS. **South Bend Rgnl Tower 132.05**
(c) Greensburg Muni	25 NM; 145° Shelbyville	12,000 AGL	2 NM radius. 0900–2000 daily.
Hobart Sky Ranch Arpt	15 NM; 077° Chicago Heights	10,000 AGL	2 NM radius. Weds, weekends 0800–SS.
Kingsbury	23 NM; 230°Gipper	1,500	0.3 NM radius. Occasional use.
Mentone	26 NM; 183° Goshen	12,500	3 NM radius. SR–SS daily.
Muncie, Horizon Fld	10 NM; 360°Muncie	13,000	Daily 0600–1900.
(c) Richmond, Richmond Muni	0 NM; Richmond	14,500	3 NM radius. SR–1 hour after SS–daily.
Veedersburg, Songer Arpt	24 NM; 220°Boiler	10,000	5 NM radius. Weekends and holidays, SR–SS.
	MICHIGAN		
(c) Allegan, Padgham Fld	13 NM; 072° Pullman	10,700	2 NM radius. Daily SR–SS.
East Tawas, Iosco Co Arpt	8 NM; 192° Au Sable	15,000	5 NM radius. May–Oct SR–SS daily.
Fowlerville	20 NM; 225° Flint	12,000	5 NM radius. Apr–Oct 0800–SS.
Fremont Muni	16.2 NM; 008° Muskegon	12,000	3 NM radius. Apr–Oct Sat–Sun SR–SS.
Harbor Springs	17 NM; 235° Pellston	12,000	3 NM radius. May–Sep daily SR–SS.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
Marshall, Brooks Fld	14 NM; 107° Battle Creek	15,000	5 NM radius. Apr–Oct daily 0900–SS.
(c) Mount Pleasant Muni Arpt	Ø NM; Mount Pleasant	14,000	2 NM radius. Jan–Dec daily 0900–SS.
(c) Romeo	26 NM; 085° Pontiac	15,000	2 NM radius. Apr–Oct daily SR–SS.
(c) Saginaw, Saginaw Co H.W. Browne Arpt	11 NM; 125° Saginaw	12,000	2 NM radius. Apr–Nov daily SR–SS.
(c) Tecumseh, Meyers–Diver's	22 NM; 272°Carleton	17,000	5 NM radius. Apr–Oct daily SR–SS.
	OHIO		
Alliance, Barber Arpt	9 NM; 155° Akron	13,500	5 NM radius. Mon, Wed, Thur, Fri and weekends SR–SS.
Alliance, Miller Arpt	10 NM; 139°Akron	13,500 AGL	5 NM radius. Daily SR–SS.
Bellville	15 NM; 168°Mansfield	8,500	5 NM radius. SR–SS weekend.
(c) Bowling Green, Bordner Arpt	8 NM; 212°Waterville	14,000	Daily. Radius 2 NM.
(c) Celina, Lakefield Arpt	26.5 NM; 298° Rosewood	14,000	1 NM radius. Daily SR–SS.
Centerburg, Chapman Mem	12 NM; 325°Appleton	12,000	SR–SS weekends.
(c) Chesapeake, Lawrence Co Airpark	26 NM; 052° Newcombe	11,000	1 NM radius. 0900–2300 Sat–Sun. 1600–2300 Wed–Fri. **Tri–State/Milton J. Ferguson Field Tower 119.75**
(c) Circleville, Clark Dream Strip	13 NM; 332° Yellow Bud	17,500	2 NM radius. Wed 0600–Sun 2400. **Port Columbus Intl Tower 125.95**
Commercial Point	32 NM; 233°Appleton	10,000	0800–2100 Sat, Sun.
Findlay	9 NM; 355°Findlay	12,500 AGL	Daily.
Fulton County Arpt	24.5; 295° Waterville	10,500	Daily SR–SS.
(c) Garrettsville, Gates Arpt	11 NM; 172°Chardon	13,500 AGL	SR–SS daily.
Grafton, Mole Arpt	10 NM; 139°Dryer	12,500	0700–0930 daily.
Lebanon, Lebanon-Warren Co Arpt	21 NM; 280° Midwest	14,500 AGL	5 NM radius. Daily SR–SS.
Mansfield	4 NM; 132° Mansfield	3,000	3 NM radius. Tue–Fri 0800–2200. Unit training assemblies 1 weekend a month.
Ottawa, Putnam County Arpt	10.9 NM; 298°Findlay	10,500 AGL	SR–2400.
(c) Petersburg	16NM; 294°Ellwood City	12,500 AGL	2 NM radius, Mon–Fri 1700–SS, weekends SR–SS.
(c) Rittman, Hilty Fld	21 NM; 314° Briggs	16,000 AGL	5 NM radius. Daily 1 hour before SR–1 hour after SS.
Salem, Phillis Lakefront Arpt	27 NM; 088°Briggs	10,000	Evening and weekends to SS
Stonelick Parachute Center	27 NM; 068°Cincinnati	10,000	SR–SS daily.
Sycamore	25 NM; 285°Mansfield	12,500 AGL	1 NM radius. Daily SR–SS.
Van Wert County	27.3 NM; 104° Fort Wayne	10,000	Weekdays 1600–SS, Weekends SR–SS
Vickery, Wrights Fld	12 NM; 270°Sandusky	10,000 AGL	SR–SS weekends.
(c) Xenia, Skydive Green County Inc	32 NM; 129°Dayton	12,500 AGL	Daily SR–2400.
	WISCONSIN		
(c) Baldwin Arpt	45 NM;095°Gopher	15,000 AGL	Wed–Fri 1500–½ hour past SS, Weekends SR–½ hour past SS.
(c) Bristol, Winfield Arpt	37.5 NM; 160°Badger	12,500 AGL	SR–½ hour past SS.
(c) Chippewa Falls, Wissota Arpt	9 NM; 070°Eau Claire	15,000	5 NM radius. Daily SR–1 hour past SS.
(c) East Troy Muni Arpt	20 NM; 190°Badger	14,500 AGL	SR–½ hour past SS.
Edgerton, Jana Arpt	20 NM; 142° Madison	11,000	10 NM radius. Wed–Sun & Holidays SR–SS.
(c) Fort Atkinson Muni	25 NM; 247° Badger	14,000	3 NM radius. Daily SR–SS.
Lake Delton	3 NM; 332°Dells	12,500	Daily May 15–Sept 25.
(c) Lancaster Muni Arpt	22.8 NM; 359°Dubuque	13,500 AGL	2 NM radius. Sat–Sun 0900–1 hr past SS. Wed and Fri 1500–1 hr past SS.
(c) Marshall, Mathaire Fld	16 NM; 058°Madison	12,500 AGL	SR–½ hour past SS.
(c) Oshkosh	8 NM; 293°Oshkosh	13,500 AGL	Daily SR–SS.
(c) Pulaski, Carter Arpt	5 NM; 350°Green Bay	12,000 AGL	Daily SR–SS.
(c) Shiocton	17 NM; 250° Green Bay	13,500	5 NM SR–SS daily.
(c) Superior, Richard I Bong	8 NM; 143°Duluth	12,500 AGL	3 NM radius. Daily SR–1 hour past SS.

The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown —route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

CG-21 WORLD AERONAUTICAL CHART
39th Edition, 24 Sep 2009

OBSTRUCTIONS
22 Oct 2009 Add obst 1348′MSL (600′AGL), 34°15′06″N, 84°59′12″W.
Change obst from 312′MSL to 1312′MSL, 33°35′33″N, 083°58′31″W.

AIRPORTS
22 Oct 2009 Change elevation from 191′ to 1911′ at Blairsville arpt, 34°51′16″N, 083°59′50″W. Change runway orientation to 01/19 at Halifax-Northhampton Co Rgnl arpt, 36°19′47″N, 077°38′07″W.

NAVAIDs
22 Oct 2009 No Major Changes.

AIRSPACE
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.

MISCELLANEOUS
22 Oct 2009 No Major Changes.

CHICAGO HELICOPTER ROUTE CHART
5th Edition, 12 May 2005

OBSTRUCTIONS
12 May 2005 – 7 Jul 2005 No Major Changes.
1 Sep 2005 Add obst 896′ MSL (300′ AGL) UC, 41°46′40″N, 87°49′16″W.
27 Oct 2005 – 5 Jul 2007 No Major Changes.
30 Aug 2007 Change group obst from 1780′MSL (1195′AGL) to 1973′MSL (1375′AGL)UC, 41°53′20″N, 87°37′36″W.
25 Oct 2007 Change obst from 1130′MSL (335′AGL) to 1195′MSL (400′AGL), 41°36′01″N, 87°58′44″W.
20 Dec 2007 – 31 Jul 2008 No Major Changes.
25 Sep 2008 Add obst 968′MSL (370′AGL)UC, 41°34′40″N, 87°31′33″W.
20 Nov 2008 – 22 Oct 2009 No Major Changes.

AIRPORTS
12 May 2005 – 7 Jul 2005 No Major Changes.
1 Sep 2005 Delete MILL ROSE arpt, 42°04′38″N, 88°09′35″W.
27 Oct 2005 Delete DARIEN–WOODRIDGE FIRE DEPT heliport, 41° 45′15″N, 88°00′26″W.
22 Dec 2005 – 5 Jul 2007 No Major Changes.
30 Aug 2007 Change CTAF freq 123.05 to 122.9 at SCHAUMBURG MUNI HELISTOP heliport, 42°02′53″N, 88°03′09″W.
Delete ADDISON FIRE DEPARTMENT STATION 3 heliport, 41°55′48″N, 88°02′28″W.
25 Oct 2007 – 10 Apr 2008 No Major Changes.
5 Jun 2008 Delete LANDIS PLASTICS heli, 41°40′43″N, 87°45′45″W.
Delete CRYSTAL LAKE HOLIDAY INN heli, 42°13′14″N, 88°17′05″W.
Delete CLARK heli, 42°22′06″N, 87°59′30″W.
31 Jul 2008 – 20 Nov 2008 No Major Changes.
15 Jan 2009
Change CHICAGO O'HARE ATCT frequencies from 120.75(S), 126.9(N), 127.925 132.7 390.9 to 120.75 126.9 (CNTR TWR), 132.7 390.9 (CNTR TWR), 135.925 (N TWR), 41°58′51″N, 87°54′23″W.
12 Mar 2009 No Major Changes.
7 May 2009 Delete SEARS MERCHANDISE GROUP heli, 42°04′35″N, 088°13′01″W.
Change CHICAGO O'HARE ATCT freq from 135.925(N TWR) to 128.15(N TWR), 41°58′51″N, 87°54′23″W.
2 Jul 2009 – 22 Oct 2009 No Major Changes.

NAVAIDs
12 May 2005 – 22 Oct 2009 No Major Changes.

AIRSPACE
12 May 2005 – 25 Sep 2008 No Major Changes.
20 Nov 2008 Change CHICAGO Class B freq from 128.45 to 133.625.
12 Mar 2009 – 22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
12 May 2005 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
12 May 2005 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
12 May 2005 – 22 Oct 2009 No Major Changes.

CHICAGO SECTIONAL
79th Edition, 22 Oct 2009

OBSTRUCTIONS
22 Oct 2009 No Major Changes.

AIRPORTS
22 Oct 2009 No Major Change.

NAVAIDs
22 Oct 2009 No Major Changes.

AIRSPACE
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.

MISCELLANEOUS
22 Oct 2009 No Major Changes.

CHICAGO TERMINAL AREA CHART
79th Edition, 22 Oct 2009

OBSTRUCTIONS
22 Oct 2009 No Major Changes.

AIRPORTS
22 Oct 2009 No Major Changes.

NAVAIDs
22 Oct 2009 No Major Changes.

AIRSPACE
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.

MISCELLANEOUS
22 Oct 2009 No Major Changes.

CINCINNATI SECTIONAL
82nd Edition, 2 Jul 2009

OBSTRUCTIONS
2 Jul 2009 No Major Changes.
27 Aug 2009 Add obst 1525′MSL (410′AGL)UC, 40°12′15″N, 82°35′03″W.
Add obst 2811′MSL (305′AGL)UC, 39°24′30″N, 79°21′41″W.
Add obst 1687′MSL (380′AGL)UC, 38°00′44″N, 82°10′09″W.
Add obst 1341′MSL (300′AGL)UC, 38°43′50″N, 81°22′53″W.
Add obst 3611′MSL (315′AGL)UC, 37°53′06″N, 80°46′24″W.
Add obst 1067′MSL (300′AGL)UC, 38°17′38″N, 82°11′57″W.
Add obst 1217′MSL (300′AGL)UC, 38°38′11″N, 81°23′43″W.
Add obst 1328′MSL (350′AGL)UC, 37°37′05″N, 84°15′43″W.
Add obst 1810′MSL (310′AGL)UC, 38°19′51″N, 79°03′36″W.
Add obst 2925′MSL (300′AGL)UC, 37°39′29″N, 80°57′29″W.
Add obst 2752′MSL (300′AGL)UC, 37°32′06″N, 80°55′20″W.
Add obst 1213′MSL (310′AGL)UC, 38°41′39″N, 83°37′34″W.
Add obst 1198′MSL (300′AGL)UC, 38°20′28″N, 82°03′56″W.
Add obst 1242′MSL (310′AGL)UC, 39°37′20″N, 82°14′33″W.
Add obst 1680′MSL (550′AGL)UC, 39°53′38″N, 79°55′58″W.
22 Oct 2009 Add obst 1224′MSL (300′AGL)UC, 39°44′58″N, 84°23′43″W.
Add obst 1358′MSL (312′AGL)UC, 39°00′37″N, 83°34′13″W.
Add obst 1629′MSL (285′AGL)UC, 36°04′48″N, 84°31′00″W.
Add obst 3434′MSL (270′AGL)UC, 36°43′42″N, 80°27′08″W.
Add obst 1674′MSL (554′AGL)UC, 39°42′28″N, 79°57′32″W.
Add obst 1403′MSL (297′AGL)UC, 38°48′04″N, 82°57′44″W.
Add obst 3226′MSL (400′AGL)UC, 40°01′35″N, 78°48′07″W.
Add obst 3190′MSL (400′AGL)UC, 40°03′28″N, 78°48′15″W.

AIRPORTS
2 Jul 2009 No Major Changes.
27 Aug 2009 Change CTAF 122.9 to 123.05 at MCCREARY arpt, 36°41′43″N, 84°23′29″W.
22 Oct 2009 Delete POWELL arpt, 36°02′40″N, 84°00′15″W.

NAVAIDs
2 Jul 2009 – 27 Aug 2009 No Major Changes.
22 Oct 2009 Delete LOUISA NDB, 38°01′13″N, 77°51′32″W.

AIRSPACE
2 Jul 2009 – 27 Aug 2009 No Major Changes.
27 Aug 2009 Revise WAVERLY, OH Class E. That airspace extending upward from 700 feet above the surface within a 9.9-mile radius of Pike County Airport.
Delete DAYTON Class C freq 127.65.
Add DAYTON Class C freqs 118.425 and 127.225.
Revise DAYTON Class C freq from 316.7 to 352.05.
22 Oct 2009 No Major Change.

SPECIAL USE AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

CINCINNATI TERMINAL AREA CHART
21st Edition, 2 Jul 2009

OBSTRUCTIONS
2 Jul 2009 No Major Changes.
27 Aug 2009 Add obst 1144′MSL (258′AGL)UC, 38°42′07″N, 85°22′02″W.
22 Oct 2009 No Major Changes.

AIRPORTS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

NAVAIDs
2 Jul 2009 – 22 Oct 2009 No Major Changes.

AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

CLEVELAND TERMINAL AREA CHART
72nd Edition, 24 Sep 2009

OBSTRUCTIONS
22 Oct 2009 No Major Changes.

AIRPORTS
22 Oct 2009 Delete SHENANDOAH AIRPARK arpt, 40°55′12″N, 82°28′44″W.

NAVAIDs
22 Oct 2009 No Major Changes.

AIRSPACE
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.

MISCELLANEOUS
22 Oct 2009 No Major Changes.

DETROIT HELICOPTER ROUTE CHART
1st Edition, 4 Aug 2005

OBSTRUCTIONS
1 Sep 2005 No Major Changes.
27 Oct 2005 Add group obst 1009′MSL (388′AGL) UC, 42°03′58″N, 83° 23′40″W.
22 Dec 2005 – 12 Mar 2009 No Major Changes.
7 May 2009 Add obst 1293′MSL (330′AGL), 42°09′30″N, 84°01′31″W.
2 Jul 2009 – 22 Oct 2009 No Major Changes.

AIRPORTS
1 Sep 2005 Add SELFRIDGE ANGB ATCT 340.7, 42°36′46″N, 82°49′54″W.
27 Oct 2005 Delete HYNES arpt, 42°36′39″N, 83°43′58″W.
22 Dec 2005 – 8 Jun 2006 No Major Changes.
3 Aug 2006 Delete CTAF freq. 122.9 at SALINE arpt., 42°08′47″N, 83°47′31″W.
28 Sep 2006 – 10 May 2007 No Major Changes.
5 Jul 2007 Delete CARRIAGE LANE arpt, 42°27′52″N, 84°02′05″W.
30 Aug 2007 – 14 Feb 2008 No Major Changes.
10 Apr 2008 Delete FULLER heliport,42°33′34″N, 83°10′40″W.
5 Jun 2008 – 31 Jul 2008 No Major Changes.
25 Sep 2008 Add SELFRIDGE ANGB ATCT freq 225.4, 42°36′30″N, 82°50′07″W.
20 Nov 2008 – 7 May 2009 No Major Changes.
2 Jul 2009 Delete INDEPENDENCE GREEN heliport, 42°28′12″N, 83°25′09″W. Delete COBO HALL heliport, 42°19′33″N, 83°02′52″W.
27 Aug 2009 – 22 Oct 2009 No Major Changes.

NAVAIDs
1 Sep 2005 – 13 Apr 2006 No Major Changes.
8 Jun 2006 Delete LAUREL NDB, 42°14′38″N, 83°02′51″W.
3 Aug 2006 – 22 Oct 2009 No Major Changes.

AIRSPACE
1 Sep 2005 – 15 Mar 2007 No Major Changes.
10 May 2007 Change DETROIT Class B freq from 124.9 to 127.5.
5 Jul 2007 – 22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
1 Sep 2005 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
1 Sep 2005 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
1 Sep 2005 – 16 Feb 2006 No Major Changes.
13 Apr 2006 Change MEF 1^1 to 1^2 in quadrant 42°00′ – 42°15′N, 83°15′ – 83°30′ W.
8 Jun 2006 – 22 Oct 2009 No Major Changes.

DETROIT SECTIONAL
79th Edition, 24 Sep 2009

OBSTRUCTIONS
22 Oct 2009 Add obst 1193′MSL (285′AGL)UC, 41°32′32″N, 80°51′34″W.
Add obst 2540′MSL (260′AGL)UC, 41°53′03″N, 78°37′09″W.
Add obst 956′MSL (203′AGL), 42°41′02″N, 78°54′26″W.
Add obst 702′MSL (204′AGL), 42°57′23″N, 76°59′42″W.
Add obst 3226′MSL (400′AGL)UC, 40°01′35″N, 78°48′07″W.
Add obst 1001′MSL (394′AGL), 42°16′06″N, 82°16′30″W.

AIRPORTS
22 Oct 2009 Delete ZEITLER arpt, 43°29′24″N, 84°21′54″W.
Delete PEWANOGOWINK-BANKS arpt, 43°11′10″N, 83°54′04″W.
Delete SHENANDOAH AIRPARK arpt, 40°55′12″N, 82°28′44″W.
Delete MAYES arpt, 43°14′27″N, 84°52′48″W.

NAVAIDs
22 Oct 2009 No Major Changes.

AIRSPACE
22 Oct 2009 Revise MANSFIELD, OH class E airspace. That airspace extending upward from 700 feet above the surface within a 6.9-mile radius of Mansfield Lahm Regional Airport and within a 6.3-mile radius of Galion Municipal Airport, and within a 6.3-mile radius of Shelby Community Airport, and within a 6.3-mile radius of Willard Airport, and within 4 miles each side of the 137° bearing from Mansfield Lahm Regional Airport extending from the 6.9-mile radius to 11.1 miles southeast of the airport, and within 4 miles each side of the 317° bearing from Mansfield Lahm Regional Airport extending from the 6.9-mile radius to 10.7 miles northwest of the airport, and within 6.1 miles each side of the Mansfield VORTAC 307° radial extending from the 6.9-mile radius to 13.3 miles northwest of the VORTAC, and within 4.4 miles each side of the Mansfield VORTAC 130° radial extending from the 6.9- mile radius to 13.8 miles southeast of the VORTAC.

SPECIAL USE AIRSPACE
22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.

MISCELLANEOUS
22 Oct 2009 No Major Changes.

DETROIT TERMINAL AREA CHART
72nd Edition, 24 Sep 2009

OBSTRUCTIONS
22 Oct 2009 No Major Changes.

AIRPORTS
22 Oct 2009 No Major Changes.

NAVAIDs
22 Oct 2009 No Major Changes.

AIRSPACE
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.

MISCELLANEOUS
22 Oct 2009 No Major Changes.

GREEN BAY SECTIONAL
78th Edition, 4 Jun 2009

OBSTRUCTIONS
2 Jul 2009 Add obst 1189′MSL (260′AGL)UC, 44°26′06″N, 87°44′04″W. Add obst 1120′MSL (320′AGL)UC, 44°14′18″N, 88°57′34″W. Add obst 1371′MSL (320′AGL)UC, 44°53′14″N, 88°53′35″W. Add obst 1402′MSL (278′AGL)UC, 45°19′53″N, 91°42′24″W. Add obst 1289′MSL (310′AGL)UC, 44°15′58″N, 89°13′31″W. Add obst 1974′MSL (320′AGL)UC, 45°43′10″N, 89°08′14″W.
27 Aug 2009 Add obst 1070′MSL (270′AGL)UC, 44°38′29″N, 91°59′35″W.
Add obst 1584′MSL (280′AGL)UC, 45°27′05″N, 91°57′04″W.
Add obst 1609′MSL (320′AGL)UC, 45°16′05″N, 91°51′33″W.
22 Oct 2009 Add obst 1796′MSL (420′AGL)UC, 47°24′20″N, 92°17′06″W.

AIRPORTS
2 Jul 2009 Delete RAMSY FARM arpt,45°50′19″N, 87°19′20″W. Delete PEIL'S VERMILLION WINGS spb,47°53′07″N, 92°24′180″W.
27 Aug 2009 No Major Changes.
22 Oct 2009 Delete FONTECCHIO arpt, 45°47′05″N, 88°04′05″W.

NAVAIDs
2 Jul 2009 – 27 Aug 2009 No Major Changes.
22 Oct 2009 Delete MANITOWISH NDB, 46°07′23″N, 89°52′58″W.

AIRSPACE
2 Jul 2009 – 27 Aug 2009 No Major Changes.
22 Oct 2009 Revise IRONWOOD, MI. Class E: That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Gogebic Iron County Airport and within 3.2 miles each side of the Ironwood VORTAC 104° radial extending from the 6.6-mile radius to 11.7 miles southeast of the VORTAC, and within 2.4 miles each side of the Ironwood VORTAC 260° radial extending from the 6.6-mile radius to 7 miles west of the VORTAC and within 4 miles each side of the 090° bearing from the airport extending from the 6.6-mile radius to 11.4 miles east of the airport; and that airspace extending upward from 1,200 feet above the surface within a 21-mile radius of the Ironwood VORTAC.

SPECIAL USE AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

KANSAS CITY SECTIONAL
82nd Edition, 4 Jun 2009

OBSTRUCTIONS
2 Jul 2009 Add obst 1308′MSL (358′AGL)UC, 38°14′23″N, 94°56′37″W. Add obst 1682′MSL (310′AGL)UC, 37°02′18″N, 93°34′31″W. Add obst 1012′MSL (265′AGL)UC, 39°36′08″N, 93°06′18″W. Change obst from 1656′MSL (741′AGL) to 1949′MSL (1034′AGL), 38°21′40″N, 90°32′55″W. Add obst 1129′MSL (290′AGL)UC, 38°47′46″N, 91°21′16″W.
27 Aug 2009 Add obst 1265′MSL (290′AGL)UC, 37°32′46″N, 90°12′37″W.
Add obst 560′MSL (260′AGL)UC, 36°40′24″N, 89°58′57″W.
Add obst 1516′MSL (260′AGL)UC, 37°39′55″N, 91°35′29″W.
Add obst 1490′MSL (320′AGL)UC, 36°27′39″N, 94°27′12″W.
Add obst 995′MSL (260′AGL)UC, 39°04′38″N, 90°50′02″W.
22 Oct 2009 Add obst 1635′MSL (305′AGL)UC, 36°27′17″N, 93°25′52″W.
Add obst 1641′MSL (238′AGL), 37°59′00″N, 96°52′21″W.
Add obst 934′MSL (520′AGL), 38°06′35″N, 90°15′30″W.
Add obst 1197′MSL (260′AGL), 37°44′20″N, 90°30′11″W.
Add obst 1025′MSL (275′AGL), 37°21′50″N, 90°41′52″W.
Add obst 1187′MSL (255′AGL)UC, 36°46′11″N, 96°12′35″W.
Add obst 1481′MSL (310′AGL)UC, 37°49′56″N, 91°33′28″W.

AIRPORTS
2 Jul 2009 Delete MARTIN arpt, 39°25′01″N, 90°35′09″W. Delete JOAN LAKE arpt, 38°12′30″N, 90°52′00″W. Delete SONTIMER arpt, 38°48′30″N, 90°36′45″W.
27 Aug 2009 Change CTAF 122.825 to 123.0 at BARTLESVILLE arpt, 36°45′51″N, 96°00′40″W.
Delete SMITH arpt, 39°18′47″N, 90°16′40″W.
22 Oct 2009 No Major Changes.

NAVAIDs
2 Jul 2009 No Major Changes.
27 Aug 2009 Delete MOSBY NDB, 39°20′45″N, 94°18′27″W.
Shutdown EL DORADO NDB, 37°46′46″N, 96°48′59″W.
22 Oct 2009 Shutdown BILMART NDB, 36°58′11″N, 92°40′39″W.

AIRSPACE
2 Jul 2009 No Major Changes.
27 Aug 2009 Revise MOUNT STERLING, IL Class E: That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Mount Sterling Municipal Airport. Revise FULTON, MO Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Elton Hensley Memorial Airport and within 2.6 miles each side of the 069° bearing from the Guthrie NDB extending from the 6.5-mile radius of the airport to 7 miles northeast of the NDB, and within 2.6 miles each side of the 229° bearing from the NDB extending from the 6.5-mile radius of the airport to 7 miles southwest of the NDB.
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
2 Jul 2009 – 27 Aug 2009 No Major Changes.
22 Oct 2009 Add SHIRLEY A MOA: Boundary beginning at 35°19′00″N, 92°38′00″W to 35°19′00″N, 93°12′00″W to 35°38′15″N, 93°35′00″W to 36°02′00″N, 93°13′00″W to 36°02′00″N, 93°06′15″W to 36°06′00″N, 93°06′15″W to 36°06′00″N, 92°38′00″W to the point of beginning. Altitude: 11,000′ MSL to but not including FL 18,000′. Time of use: 0700-1200 and 1300-1700, Monday-Friday; other times by NOTAM. Controlling agency: Memphis Cntr. Frequency: 281.55.
Add SHIRLEY B MOA: Boundary beginning at 35°19′00″N, 92°38′00″W to 36°06′00″N, 92°38′00″W to 36°06′00″N, 92°07′11″W to 35°58′53″N, 91°46′00″W to 35°19′00″N, 92°02′00″W to the point of beginning. Altitude: 11,000′ MSL to but not including FL 18,000′. Time of use: 0700-1200 and 1300-1700, Monday-Friday; other times by NOTAM. Controlling agency: Memphis Cntr. Frequency: 281.55.

MILITARY TRAINING ROUTES
2 Jul 2009 No Major Changes.
27 AUG 2009 IR 504 Revised
22 Oct 2009 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

LAKE HURON SECTIONAL
78th Edition, 24 Sep 2009

OBSTRUCTIONS
22 Oct 2009 No Major Changes.

AIRPORTS
22 Oct 2009 No Major Changes.

NAVAIDs
22 Oct 2009 No Major Changes.

AIRSPACE
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.

MISCELLANEOUS
22 Oct 2009 No Major Changes.

MINNEAPOLIS-ST. PAUL TERMINAL AREA CHART
72nd Edition, 2 Jul 2009

OBSTRUCTIONS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

AIRPORTS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

NAVAIDs
2 Jul 2009 – 22 Oct 2009 No Major Changes.

AIRSPACE
2 Jul 2009 – 27 Aug 2009 No Major Changes.
22 Oct 2009 Revise MINNEAPOLIS, MN. Class E. That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Minneapolis-St. Paul International Airport (Wold-Chamberlain) Airport DME antenna, and within a 6.5-mile radius of the Anoka County-Blaine Airport (Janes Field), and within 4 miles each side of the 001° bearing from the Anoka County-Blaine Airport (Janes Field) extending from the 6.5-mile radius to 9.9 miles north of the airport, and within a 6.3-mile radius of the Lake Elmo Airport, and within a 6.4-mile radius of the Airlake Airport, and within 3.3 miles each side of the 084° bearing from the Farmington VORTAC extending from the 6.4-mile radius to 14.8 miles east of the Airlake Airport.

SPECIAL USE AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

PITTSBURGH TERMINAL AREA CHART
72ndt Edition, 24 Sep 2009

OBSTRUCTIONS
22 Oct 2009 No Major Changes.

AIRPORTS
22 Oct 2009 No Major Changes.

NAVAIDs
22 Oct 2009 No Major Changes.

AIRSPACE
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
22 Oct 2009 No Major Changes.

MISCELLANEOUS
22 Oct 2009 No Major Changes.

ST. LOUIS SECTIONAL
80th Edition, 2 Jul 2009

OBSTRUCTIONS
2 Jul 2009 No Major Changes.
27 Aug 2009 Add obst 1144′MSL (258′AGL)UC, 38°42′07″N, 85°22′02″W.
Add obst 1328′MSL (350′AGL)UC, 37°37′05″N, 84°15′43″W.
Add obst 865′MSL (304′AGL)UC, 37°22′45″N, 88°39′47″W.
Add obst 1265′MSL (290′AGL)UC, 37°32′46″N, 90°12′37″W.
Add obst 560′MSL (260′AGL)UC, 36°40′24″N, 89°58′57″W.
Add obst 995′MSL (260′AGL)UC, 39°04′38″N, 90°50′02″W.
Add obst 792′MSL (270′AGL)UC, 37°38′14″N, 87°38′10″W.
Add obst 865′MSL (306′AGL)UC, 39°12′53″N, 87°20′48″W.
22 Oct 2009 Add obst 1224′MSL (300′AGL)UC, 39°44′58″N, 84°23′43″W.
Add obst 1629′MSL (285′AGL)UC, 36°04′48″N, 84°31′00″W.
Add obst 916′MSL (258′AGL)UC, 40°03′49″N, 87°42′44″W.
Add obst 934′MSL (520′AGL)UC, 38°06′35″N, 90°15′30″W.
Add obst 1197′MSL (260′AGL)UC, 37°44′20″N, 90°30′11″W.
Add obst 1025′MSL (275′AGL)UC, 37°21′50″N, 90°41′52″W.
Add obst 797′MSL (330′AGL)UC, 36°34′10″N, 88°50′13″W.
Add obst 754′MSL (320′AGL)UC, 36°47′55″N, 88°30′22″W.

AIRPORTS
2 Jul 2009 No Major Changes.
27 Aug 2009 Change CAPE GIRARDEAU ATCT freq 119.0 to 125.525, 37°13′31″N, 89°34′15″W.
Change CTAF 119.0 to 125.525 at CAPE GIRARDEAU arpt, 37°13′31″N, 89°34′15″W.
Delete O'NEAL arpt, 38°41′29″N, 87°33′08″W.
Change CTAF 122.9 to 123.05 at MC CREARY CO arpt, 36°41′43″N, 84°23′29″W.
Delete HEMP RIDGE arpt, 38°09′11″N, 85°07′08″W.
Delete SMITH arpt, 39°18′47″N, 90°16′40″W.
22 Oct 2009 Delete CLARK arpt, 40°11′40″N, 86°31′23″W.
Delete POWELL arpt, 36°02′40″N, 84°00′16″W.
Delete HIGGINBOTHAM arpt, 39°20′29″N, 87°31′53″W.

NAVAIDs
2 Jul 2009 – 22 Oct 2009 No Major Changes.

AIRSPACE
2 Jul 2009 No Major Changes.
27 Aug 2009 Revise MOUNT STERLING, IL CLASS E: That airspace extending upward from 700 feet above the surface within a 6.6-mile radius of Mount Sterling Municipal Airport.
Delete DAYTON Class C freq 127.65.
Add DAYTON Class C freqs 118.425 and 127.225.
Revise DAYTON Class C freq from 316.7 to 352.05.
22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

ST. LOUIS TERMINAL AREA CHART
72nd Edition, 2 Jul 2009

OBSTRUCTIONS
2 Jul 2009 No Major Changes.
27 Aug 2009 Add obst 995′MSL (260′AGL)UC, 39°04′38″N, 90°50′02″W.
22 Oct 2009 No Major Changes.

AIRPORTS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

NAVAIDs
2 Jul 2009 – 22 Oct 2009 No Major Changes.

AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

SPECIAL USE AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

TWIN CITIES SECTIONAL
78th Edition, 2 Jul 2009

OBSTRUCTIONS
2 Jul 2009 No Major Changes.
27 Aug 2009 Add windmill farm. 2608′ is highest MSL, 45°57′36″N, 98°58′15″W.
22 Oct 2009 Add obst 1580′MSL (305′AGL)UC, 45°20′57″N, 95°15′14″W.
Add obst 1981′MSL (295′AGL)UC, 46°23′06″N, 100°37′17″W.
Add obst 2414′MSL (340′AGL)UC, 48°52′37″N, 100°03′24″W.
Add obst 2514′MSL (340′AGL)UC, 48°56′57″N, 100°03′14″W.
Add obst 2361′MSL (260′AGL)UC, 47°34′40″N, 100°36′13″W.
Add obst 2237′MSL (260′AGL)UC, 47°24′38″N, 100°35′22″W.
Add obst 2238′MSL (260′AGL)UC, 47°32′29″N, 100°14′40″W.
Add obst 2334′MSL (310′AGL)UC, 47°23′02″N, 100°16′57″W.
Add windmill farm. 2118′ is highest MSL, 48°30′23″N, 99°54′54″W.

AIRPORTS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

NAVAIDs
2 Jul 2009 – 22 Oct 2009 No Major Changes.

AIRSPACE
2 Jul 2009 – 27 Aug 2009 No Major Changes.
22 Oct 2009 Revise MINNEAPOLIS, MN. Class E. That airspace extending upward from 700 feet above the surface within a 20-mile radius of the Minneapolis-St. Paul International Airport (Wold-Chamberlain) Airport DME antenna, and within a 6.5-mile radius of the Anoka County-Blaine Airport (Janes Field), and within 4 miles each side of the 001° bearing from the Anoka County-Blaine Airport (Janes Field) extending from the 6.5-mile radius to 9.9 miles north of the airport, and within a 6.3-mile radius of the Lake Elmo Airport, and within a 6.4-mile radius of the Airlake Airport, and within 3.3 miles each side of the 084° bearing from the Farmington VORTAC extending from the 6.4-mile radius to 14.8 miles east of the Airlake Airport.

SPECIAL USE AIRSPACE
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MILITARY TRAINING ROUTES
2 Jul 2009 – 22 Oct 2009 No Major Changes.

MISCELLANEOUS
2 Jul 2009 – 22 Oct 2009 No Major Changes.

SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private–use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

UNITED STATES

FACILITY NAME	CHART & PANEL
Frankfort, IL (LL4Ø)	L–28H
Chicago App/Dep Con 133.1 285.6	
Glasgow Industrial, MT (Ø7MT)	H–1E, 2F, L–13D
Salt Lake Center App/Dep Con 126.85 305.2	
USAF Academy Bullseye Aux Airstrip, CO (CO9Ø)	L–10F
ASOS 118.325	
West Kentucky Airpark, KY (5KY3)	L–16I
Memphis Center App/Dep Con 133.65 292.15	
William P Gwinn, FL (Ø6FA)	H–8I, L–23C
Gwinn Tower 120.4 314.6 (Mon–Fri 1300–2100Z‡)	
Gnd Con 121.65 279.25	

CANADA

FACILITY NAME	CHART & PANEL
Abbotsford, BC (CYXX)	H–1B, L–12F
ATIS 119.8 (1500–0700Z‡)	
Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8	
Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500–0700Z‡) Gnd Con 121.8	
MF 119.4 295.0 (0700–1500Z‡) (Shape irregular to 4500′)	
Amos/Magny, QC (CYEY)	H–11B
Montreal Center App/Dep Con 125.9	
Atikokan Muni, ON (CYIB)	L–14I
MF 122.3 (5 NM to 4500′ No ground station)	
Barrie–Orillia (Lake Simcoe Rgnl), ON (CNB9)	H–11B, L–31D
AWOS 122.55 (Pvt)	
Toronto Center App/Dep Con 124.025	
Bar River, ON (CPF2)	L–31C
Toronto Center App/Dep Con 132.65	
Bathurst, NB (CZBF)	L–32J
Moncton Center App/Dep Con 134.25	
Boundary Bay, BC (CZBB)	H–1B, L–1E
ATIS 125.5 (1500–0700Z‡)	
Vancouver App/Dep Con 132.3 363.8	
Tower 118.1 (Inner) 127.6 (Outer) (1500–0700Z‡) Gnd Con 124.3	
MF 118.1 (0700–1500Z‡ to 2000′. Vancouver Trml 125.2 above 2000′. Shape irregular to 2500′.)	
Brampton, ON (CNC3)	L–31D
Toronto Trml App/Dep Con 119.3 253.1	
Brandon Muni, MB (CYBR)	H–2H
Winnipeg Center App/Dep Con 132.25 285.4	
MF 122.1 (5 NM to 4000′)	
Brantford, ON (CYFD)	L–31D
Toronto Trml App/Dep Con 128.27	
Brockville–Thousand Islands Rgnl Tackaberry, ON (CNL3)	L–32G
Montreal Center App/Dep Con 134.675	
Bromont, QC (CZBM)	L–32G
Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400′)	
Burlington Airpark, ON (CZBA)	L–31D
Toronto Center App/Dep Con 119.3 253.1	
Castlegar, BC (CYCG)	H–1C
Vancouver Center App/Dep Con 134.2 227.3	
MF 122.1 (5 NM to 6500′)	
Centralia/James T. Fld Muni, ON (CYCE)	H–10G, 11B, L–31D
Toronto Center App/Dep Con 135.30	
Charlottetown, PE (CYYG)	H–11E, L–32J
Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200′)	
Chatham–Kent, ON (CNZ3)	H–10G, L–30G
Cleveland Center App/Dep Con 132.25	

FACILITY NAME	CHART & PANEL
Collingwood, ON (CNY3)	H–11B, L–31D
Toronto Center App/Dep Con 124.02	
Cornwall Rgnl, ON (CYCC)	L–32G
Boston Center App/Dep Con 135.25 377.1	
Cranbrook/Canadian Rockies Intl, BC (CYXC)	H–1C
Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100′)	
Debert, NS (CCQ3)	H–11E, L–32J
Halifax Trml App/Dep Con 119.2	
Digby, NS (CYID)	L–32J
Moncton Center App/Dep Con 123.9	
Downsview, ON (CYZD)	H–11B, L–31E
Toronto Center App Con 133.4	
Toronto Center Dep Con 133.4	
MF 126.2 (3 NM to 1900′)	
Drummondville, QC (CSC3)	L–32H
Montreal Center App/Dep Con 132.35	
Earlton (Timiskaming Rgnl), ON (CYXR)	H–11B
MF 122.0 (5 NM to 3800′)	
AWOS 128.6	
Elliot Lake Muni, ON (CYEL)	L–31C
Toronto Center App/Dep Con 135.4	
Fort Frances Muni, ON (CYAG)	L–14H
Minneapolis Center App/Dep Con 120.9	
Fredericton Intl, NB (CYFC)	H–11E, L–32I
ATIS 127.55	
Moncton Center App/Dep Con 124.3 135.5 270.8 Clnc Del 121.7 (Ltd hrs)	
MF 119.0 (5 NM to 3500′)	
Goderich, ON (CYGD)	H–11B, L–31D
Toronto Center App/Dep 135.3 266.3	
Greenwood, NS (CYZX)	H–11E, L–32J
ATIS 128.85 244.3 (1100–0000Z‡)	
App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3	
Gnd Con 133.75 289.4 Clnc Del 128.05 283.9	
Grimsby Air Park, ON (CNZ8)	L–31E
Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	
Halifax/Shearwater, NS (CYAW)	H–11E, L–32J
ATIS 129.175 (Ltd hrs)	
App/Dep Con 119.2 Tower 119.0 126.2 340.2 360.2 (Ltd hrs)	
Gnd Con 121.7 250.1	
Halifax/Stanfield Intl, NS (CYHZ)	H–11E, L–32J
ATIS 121.0	
Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 225.2 363.8	
Tower 118.4 236.6 Gnd Con 121.9 275.8 Clnc Del 123.95	
Apron Advisory 122.125	
Hamilton, ON (CYHM)	H–10H, 11B, L–11B
ATIS 128.1	
Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0	
Gnd Con 121.6	
Kingston, ON (CYGK)	H–11C, L–31E, 32F
Montreal Center App/Dep Con 135.05 398.4 (0400–1115Z‡)	
MF 122.5 (1115–0400Z‡ 5 NM to 3300′)	
Kitchener/Waterloo, ON (CYKF)	H–11B, L–31D
ATIS 125.1 (1200–0400Z‡)	
Toronto Trml App/Dep Con 128.275	
Waterloo Tower 126.0 118.55 (1200–0400Z‡) Gnd Con 121.8	
MF 126.0 (0400–1200Z‡ 5 NM to 4000′)	
Lachute, QC (CSE4)	L–32G
Montreal Center App Con 124.65 132.85 268.3	
Montreal Center Dep Con 132.85 268.3	
La Tuque, QC (CYLQ)	H–11C
Montreal Center App/Dep Con 134.5	
Langley, BC (CYNJ)	L–1E
ATIS 124.5 (1630–0230Z, DT 1530–0330Z)	
Victoria Trml 132.7 290.8 Tower 119.0 (1630–0230Z, DT 1530–0330Z)	
Gnd Con 121.9 MF 119.0 (0230–1630Z, DT 0330–1530Z 3 NM to 1900′)	

FACILITY NAME	CHART & PANEL
Leamington, ON (CLM2) Cleveland Center App/Dep Con 132.45	L–30F
Lethbridge, AB (CYQL) ATIS 124.4 (1300–0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000′)	H–1D
Lindsay, ON (CNF4) Toronto Center App/Dep 134.25	L–31E, L–32F
Liverpool/South Shore Rgnl, NS (CYAU) Moncton Center App/Dep Con 123.9	L–32J
London, ON (CYXU) ATIS 127.8 (1120–0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120–0345Z‡) Gnd Con 121.9 MF 119.4 (0345–1120Z‡ 5 NM to 3000′)	H–10G, 11B, L–30G, 31D
Manitowaning/Manitoulin East Muni, ON (CYEM) Toronto Center App/Dep 135.4 260.9	L–31C
Maniwaki, QC (CYMW) Montreal Center App/Dep Con 126.57	L–32G
Mascouche, QC (CSK3) MF 122.35 (5 NM to 2500′. No gnd station. Excluding the portion S of the N shore of Riviere des Milles–Iles and 1 NM around Lac Agile Mascouche arpt.)	L–32G
Medicine Hat, AB (CYXH) AWOS 124.875 (0345–1245Z‡) MF 122.2 (1245–0345Z‡ 5 NM to 5400′)	H–1D
Midland/Huronia, ON (CYEE) Toronto Center App/Dep 124.025	L–31D
Miramichi, NB (CYCH) Moncton Center App/Dep Con 123.7	H–11E, L–32J
Moncton/Greater Moncton Intl, NB (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H–11E, L–32J
Mont–Laurier, QC (CSD4) Montreal Center App/Dep Con 126.57	L–32G
Montreal Intl (Mirabel), QC (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 MF 119.1 (7 NM shape irregular to 2000′) VFR Advisory 134.15	H–11C, 12K, L–32G
Montreal/Pierre Elliott Trudeau Intl, QC (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Clnc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE–S–SW) 124.65 268.3 (W–NW–NE) VFR Advisory 134.15	H–11C, 12K, L–32G
Montreal/St–Hubert, QC (CYHU) ATIS 124.9 (Apr–Oct 1045–0500Z‡, Nov–Mar 1045–0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr–Oct 1045–0500Z‡, Nov–Mar 1045–0400Z) Gnd Con 126.4 MF 118.4 (Apr–Oct 0500–1045Z‡, Nov–Mar 0400–1045Z 5 NM shape irregular to 2500′) VFR Advisory 134.15	H–11C, L–32G
Muskoka, ON (CYQA) AWOS 124.575 MF 122.3 (5 NM to 3900′)	H–11B, L–31D
Nanaimo, BC (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 1330–0530Z‡ (5 NM to 2500′)	H–1B, L–1E
North Bay, ON (CYYB) ATIS 124.9 (1130–0300Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130–0330Z‡ 7 NM to 5000′)	L–31E
Oshawa, ON (CYOO) ATIS 125.675 (1130–0330Z‡) Toronto Trml App Con 133.4 Tower 120.1 (1130–0330Z‡) Gnd Con 118.4 Toronto Trml Dep Con 133.4 MF 120.1 (0330–1130Z‡ 5 NM to 3000′)	H–11B, L31D

FACILITY NAME	CHART & PANEL
Ottawa/Carp, ON (CYRP) ATIS 121.15 Ottawa Trml App/Dep Con 128.175 252.5	L–31E, 32F
Ottawa/Gatineau, QC (CYND) Ottawa Trml App/Dep Con 127.7 128.175 252.5 MF 122.3 (5 NM shape irregular to 2500′) VFR Advisory Ottawa Trml 127.7	H–11C, L–32G
Ottawa/MacDonald–Cartier Intl, ON (CYOW) ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 120.1 341.3 Gnd Con 121.9 Clnc Del 119.4 Ottawa Dep Con 128.175	L–11C
Owen Sound/Billy Bishop Rgnl, ON (CYOS) Toronto Center App/Dep 132.575 290.6	L–31D
Pelee Island, ON (CYPT) Cleveland Center App/Dep Con 126.35 360.0	L–30F
Pembroke, ON (CYTA) Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon–Fri 1300–2130Z‡, OT PPR)	H–11C, L–31E, 32F
Penticton, BC (CYYF) Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100′)	H–1B
Peterborough, ON (CYPQ) AWOS 126.925 Toronto Center App/Dep 134.25	H–11B, L–31E, 32F
Pincher Creek, AB (CZPC) Edmonton Center App/Dep Con 132.75 265.2	H–1D
Pitt Meadows, BC (CYPK) ATIS 125.0 (1500–0700Z‡) Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500–0700Z‡) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700–1500Z‡) (3NM to 2500′)	L–1E
Quebec/Jean Lesage Intl, QC (CYQB) ATIS 134.6 Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 (185.65 Quebec Twr VFR acft at or below 3000′) Tower 118.65 236.6 Gnd Con 121.9 250.0	H–11D, L–32H
Riviere Du Loup, QC (CYRI) AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6	H–11D
Rouyn Noranda, QC (CYUY) Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000′)	H–11B
Saint John, NB (CYSJ) Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400′)	H–11E, L–32J
Sarnia (Chris Hadfield), ON (CYZR) Toronto Center 134.375	H–10G, 11B, L–30F
Sault Ste Marie, ON (CYAM) ATIS 133.05 (1300–0100Z‡) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300–0100Z‡) Gnd Con 121.7 MF 118.8 (0100–1300Z‡ 5 NM irregular shape to 3000′)	H–2K, L–31B
Sherbrooke, QC (CYAM) AWOS 126.25 Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800′)	H–11D, L–32H
South Renfrew Muni, ON (CNP3) Montreal Center App/Dep 124.275	L–31E, 32F
Southport, MB (CYPG) ATIS 120.85 (Mon–Fri 1400–2300Z‡ except holidays) Tower 126.2 384.2 (Mon–Fri 1400–2300Z‡ except holidays) Gnd Con 121.7 275.8	H–2H

FACILITY NAME	CHART & PANEL
Springwater Barrie Airpark, ON (CNA3) Toronto Center App/Dep Con 124.025	L–31D
St. Catherines/Niagara District, ON (CYSN) ATIS 128.525 (1215–0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215–0200Z‡ 5 NM to 3300′)	H–10H, 11B, L–31E
St Frederic, QC (CSZ4) Montreal Center App/Dep Con 135.025 270.9	L–32H
St. Georges, QC (CYSG) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900′ ASL)	H–32H, L–11D
St. Jean, QC (CYJN) Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr–Oct 1230–0230Z‡ Nov–Mar 1300–0200Z‡) Gnd Con 121.7	L–32G
Sudbury, ON (CYSB) ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000′)	H–31B, 10G, L–31D
Summerside, PE (CYSU) AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H–11E, L–32J
Thunder Bay, ON (CYQT) ATIS 128.8 (1100–0400Z‡) Winnipeg Center App/Dep Con 132.125 (0400–1100Z‡) Tower 118.1 (1100–0400Z‡) Gnd Con 121.9 App/Dep 119.2 MF 118.1 (0400–1100Z‡ 5 NM to 4000′)	H–2J, L–14J
Timmins, ON (CYTS) ATIS 124.95 (1000–0500Z‡) Toronto Center App/Dep Con 128.3 226.3 MF 122.3 (5 NM to 4000′)	H–11B
Toronto/Buttonville Muni, ON (CYKZ) ATIS 127.1 (1200–0400Z‡) Toronto Center App Con 133.4 Toronto Center Dep Con 133.4 Tower 124.8 119.9 (1200–0400Z‡) Gnd Con 121.8 MF 124.8 (0400–1200Z‡ No gnd station. 5 NM shape irregular to below 2500′)	L–31E
Toronto/City Centre, ON (CYTZ) ATIS 133.6 (1130–0400Z‡) App Con 133.4 Dep Con 133.4 Tower 118.2 119.2 226.5 (1130–0400Z‡) Gnd Con 121.7	L–31E
Toronto/Lester B Pearson Intl, ON (CYYZ) ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 118.0 119.1 121.65 121.9 Clnc Del 121.3 (1200–0400Z‡) VFR Advisory 119.3 133.4	H–11B, L–31D
Trenton, ON (CYTR) ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Clnc Del 124.35 286.4	H–11C, L–31E, 32F
Trenton/Mountain View, ON (CPZ3) Trenton Mil Advisory 268.0	H–11C, L–31E, 32F
Trois–Rivieres, QC (CYRQ) Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200′)	H–11C, L–32H
Val–D'or, QC (CYVO) Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030–0325Z‡ 5 NM to 4000′)	H–11B
Vancouver Intl, BC (CYVR) ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4	H–1B, L–1E

FACILITY NAME	CHART & PANEL
Victoria Intl, BC (CYYJ) ATIS 118.8 (1400–0800Z‡) App Con 125.95 308.4 Dep Con 133.85 308.4 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400–0800Z‡ OT ctc Kamloops 119.7) Clnc Del 126.4 (1400–0800Z‡)	H–1B, L–1E
Victoriaville, QC (CSR3) Montreal Center App Con 132.35	L–32H
Waterville/Kings Co Muni, NS (CCW3) Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3	L–32J
Wiarton, ON (CYVV) Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700′)	H–11B, L–31D
Windsor, ON (CYQG) ATIS 134.5 (1130–0330Z‡) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130–0330Z‡) Gnd Con 121.7 MF 124.7 (0330–1130Z‡ 6 NM irregular shape to below 3000′) VFR Advisory Detroit App Con 134.3	H–10G, L–8J
Yarmouth, NS (CYQI) Moncton Center App/Dep Con 123.9 368.5 MF 123.0 (5 NM to 3100′)	H–11E, L–32I

MEXICO

FACILITY NAME	CHART & PANEL
Abraham Gonzalez Intl (MMCS) Juarez App Con 119.9 Juarez Tower 118.9	H–4K, L–6F
Del Norte Intl (MMAN) ATIS 127.55 (1300–0300Z‡) Monterrey App 119.75 120.4 Tower 118.6	H–7B, L–20G
Durango Intl (MMDO) ATIS 132.1 Tower 118.1 Durango Info 122.3	H–7A
General Abelardo L Rodriguez Intl (MMTJ) ATIS 127.9 Tijuana App Con 119.5 120.3 Tijuana Tower 118.1 Clnc Del 122.35 Tijuana Info 132.1	H–4H, L–4H
General Lucio Blanco Intl (MMRX) Reynosa App Con 118.8 Reynosa Tower 118.8	H–7B, L–20H
General Mariano Escobedo Intl (MMMY) ATIS 127.7 Monterrey App Con 119.75 120.4 Monterrey Tower 118.1 Gnd Con 121.9	H–7B, L–20G
General R Fierro Villalobos Intl (MMCU) ATIS 127.9 Chihuahua App Con 121.0 Chihuahua Tower 118.4	L–6I
General Rodolfo Sanchez Taboada Intl (MMML) ATIS 127.6 Mexicali App Con 118.2 Mexicali Tower 118.2 Mexicali Info 123.9 122.3	H–4H, L–4J, 5A
General Servando Canales (MMMA) Matamoros App Con 118.0 Matamoros Tower 118.0	H–7C, L–21A
Plan De Guadalupe Intl (MMIO) Saltillo App Con 127.4 Saltillo Tower 118.4	H–7B
Quetzalcoatl Intl (MMNL) Nuevo Laredo App Con 118.3 Nuevo Laredo Tower 118.3	H–7B, L–20G
Torreon Intl (MMTC) App Con 119.6 Tower 118.5	H–7A

INTENTIONALLY

LEFT

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In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.

NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

GENERAL INFORMATION

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., (A1), (V), (✿)
2. Approach lighting systems that do not bear a system identification are indicated with a negative "(L)" beside the name.

A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., (L★)

To activate lights use frequency indicated in the communication section of the chart with a (L) or the appropriate lighting system identification e.g., UNICOM 122.8 (L), (A1), (V)

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

FAA procedure amendment number → Amdt 11A 99365 → Date of latest change
FAA procedure amendment number → Orig 00365 → Date of latest change

The Chart Date indentifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
# Indicates control tower temporarily closed UFN.

09071
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas, Water Runways | Displaced Threshold

Closed Runway | Closed Taxiway | Under Construction | Metal Surface

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM

REFERENCE FEATURES

Buildings
Tanks
Obstructions
Airport Beacon #
Runway
Radar Reflectors
Control Tower #
Hot Spot

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point.....

Runway Threshold elevation.....THRE 123
Runway TDZ elevation.....TDZE 123
0.3% DOWN
Runway Slope.....0.8% UP
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

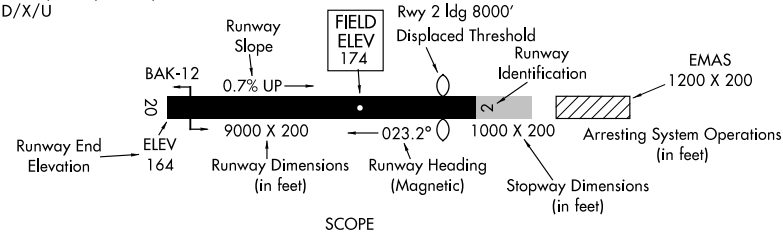
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.
Refer to the appropriate Supplement/Directory for applicable codes e.g.,
RWY 14-32 S75, T185, ST175, TT325
PCN 80 F/D/X/U



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

HOT SPOTS

An ''Airport surface hot spot'' is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A ''hot spot'' is a runway safety related problem area on a airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as ''HOT[1]'', ''HOT[2]'', etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

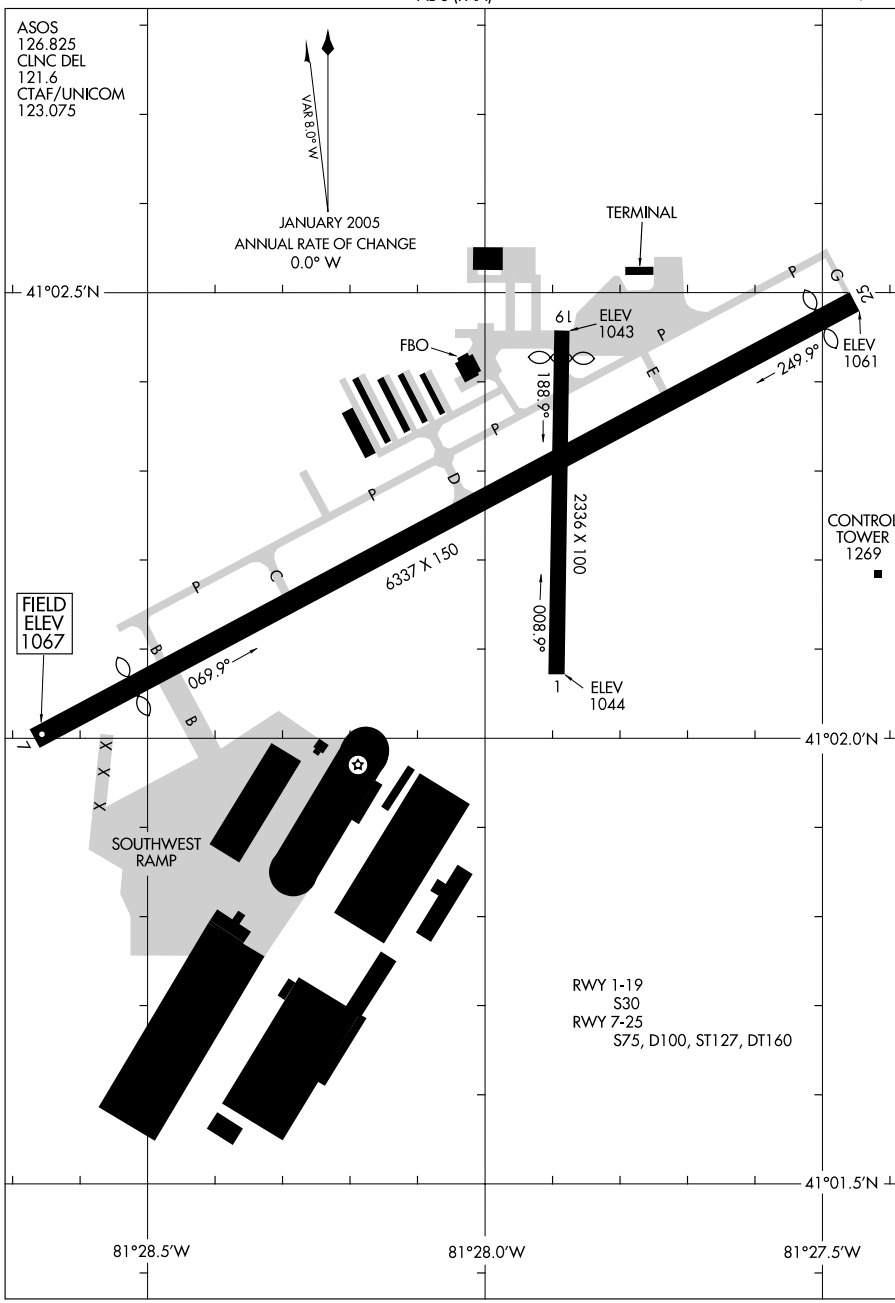
CITY/AIRPORT	HOT SPOT	DESCRIPTION
ILLINOIS		
MOLINE		
QUAD CITY INTL (MLI)	HOT[1]	Rwy 31 Non–standard hold position. Distance to edge of rwy 698'.
INDIANA		
EVANSVILLE		
EVANSVILLE RGNL (EVV)	HOT[1]	Pilots taxiing to Rwy 09 enter the rwy mid–field. Do not taxi to the ''numbers'' without ATC clearance. Rwy 09–27 is a short distance from the General Aviation Ramp–use appropriate vigilance.
	HOT[2]	Pilots cleared to taxi to Rwy 27 sometimes enter the Rwy 27 without a clearance.
	HOT[3]	Rwy 18–36 in close proximity to General Aviation Ramp–use appropriate vigilance.
	HOT[4]	Rwy 18–36 in close proximity to General Aviation Ramp–use appropriate vigilance.
MICHIGAN		
JACKSON		
JACKSON CO–REYNOLDS FLD (JXN)	HOT[1]	Caution confusing signage.
	HOT[2]	No signage.
WISCONSIN		
JANESVILLE		
SOUTHERN WISCONSIN RGNL (JVL)	HOT[1]	Rwy 32 and Rwy 36 approach ends are closely aligned and may be confused when lining up for departure.
MILWAUKEE	HOT[1]	Pilots taxiing northbound on Twy E for an intersection departure on Rwy 19R at Twy V can end up entering Rwy 7L–25R if they miss the right turn for Twy V. To avoid a runway incursion, pilots on Twy E should use extreme caution approaching Rwy 7L–25R.
GENERAL MITCHELL INTL (MKE)	HOT[2]	Runway holding position markings for the approach end of Rwy 25L are not where you expect them to be – they are well removed from the Rwy 25L entry point. Aircraft taxiing for a Rwy 25L departure on either Twy M or Rwy 13–31, note the positions of the Rwy 25L runway holding position markings.
	HOT[3]	Use caution in the area of Twy M and Rwy 1L–19R. Pavement widens out as the taxiway approaches the runway and may cause confusion.

09071

AIRPORT DIAGRAM

AL-6 (FAA)

AKRON FULTON INTL (AKR)
AKRON,OHIO



AIRPORT DIAGRAM

09071

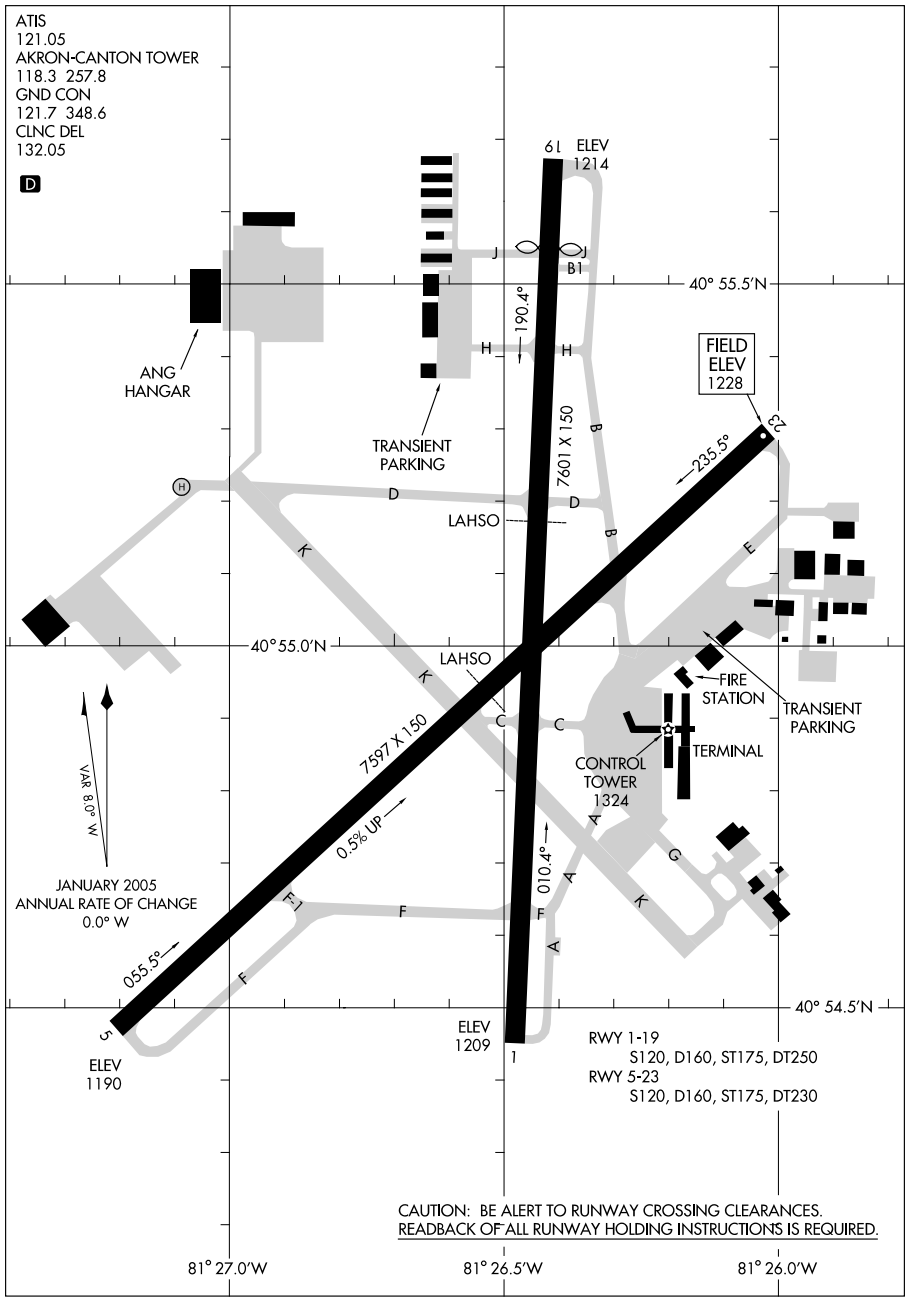
AKRON,OHIO
AKRON FULTON INTL (AKR)

09015

AIRPORT DIAGRAM

AL-638 (FAA)

AKRON-CANTON RGNL (CAK)
AKRON, OHIO



AIRPORT DIAGRAM
09015

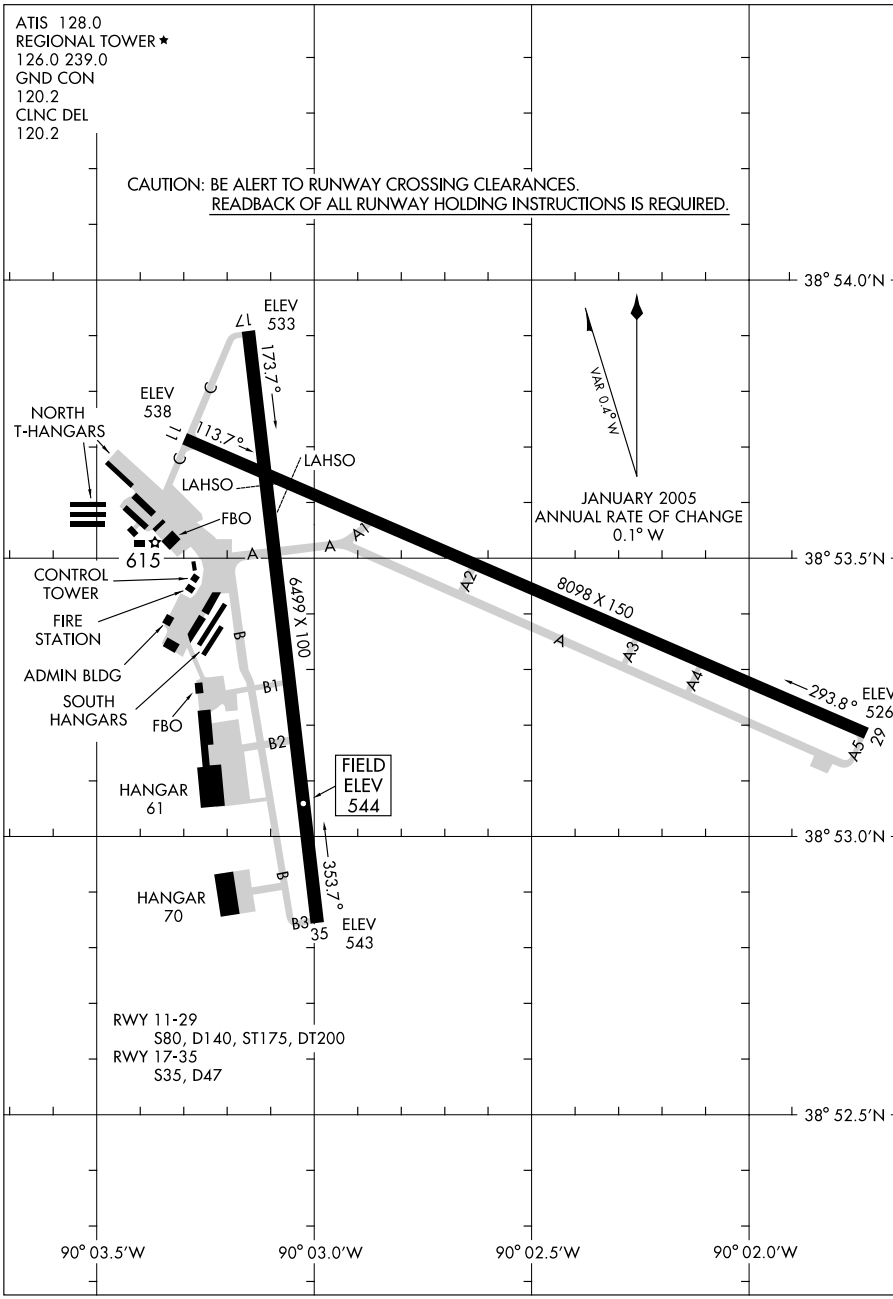
AKRON, OHIO
AKRON-CANTON RGNL (CAK)

08269

AIRPORT DIAGRAM

AL-5178 (FAA)

ALTON/ST. LOUIS RGNL (ALN)
ALTON/ST. LOUIS, ILLINOIS



AIRPORT DIAGRAM

08269

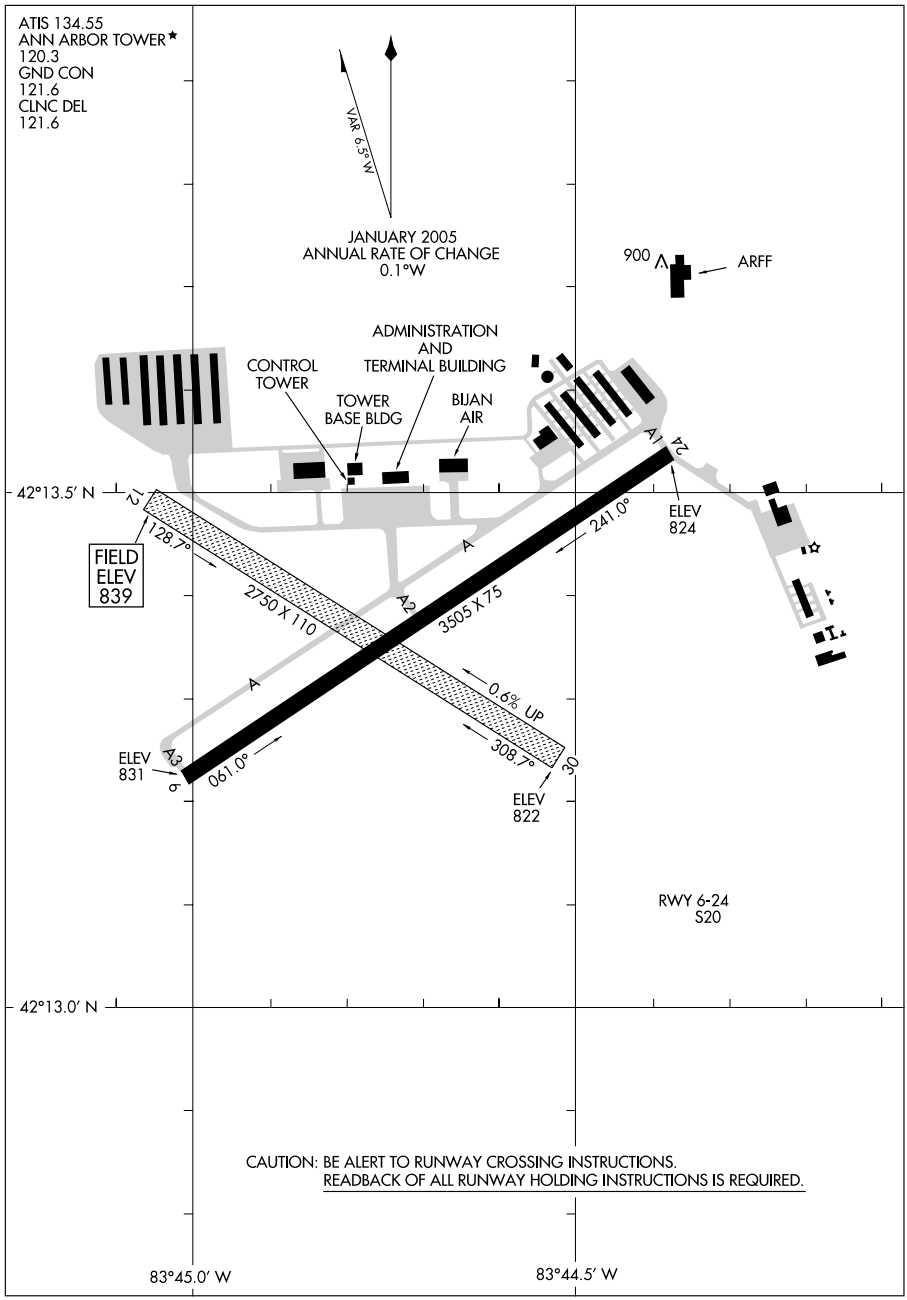
ALTON/ST. LOUIS, ILLINOIS
ALTON/ST. LOUIS RGNL (ALN)

08045

AIRPORT DIAGRAM

ANN ARBOR MUNI (ARB)
ANN ARBOR, MICHIGAN

AL-5506 (FAA)



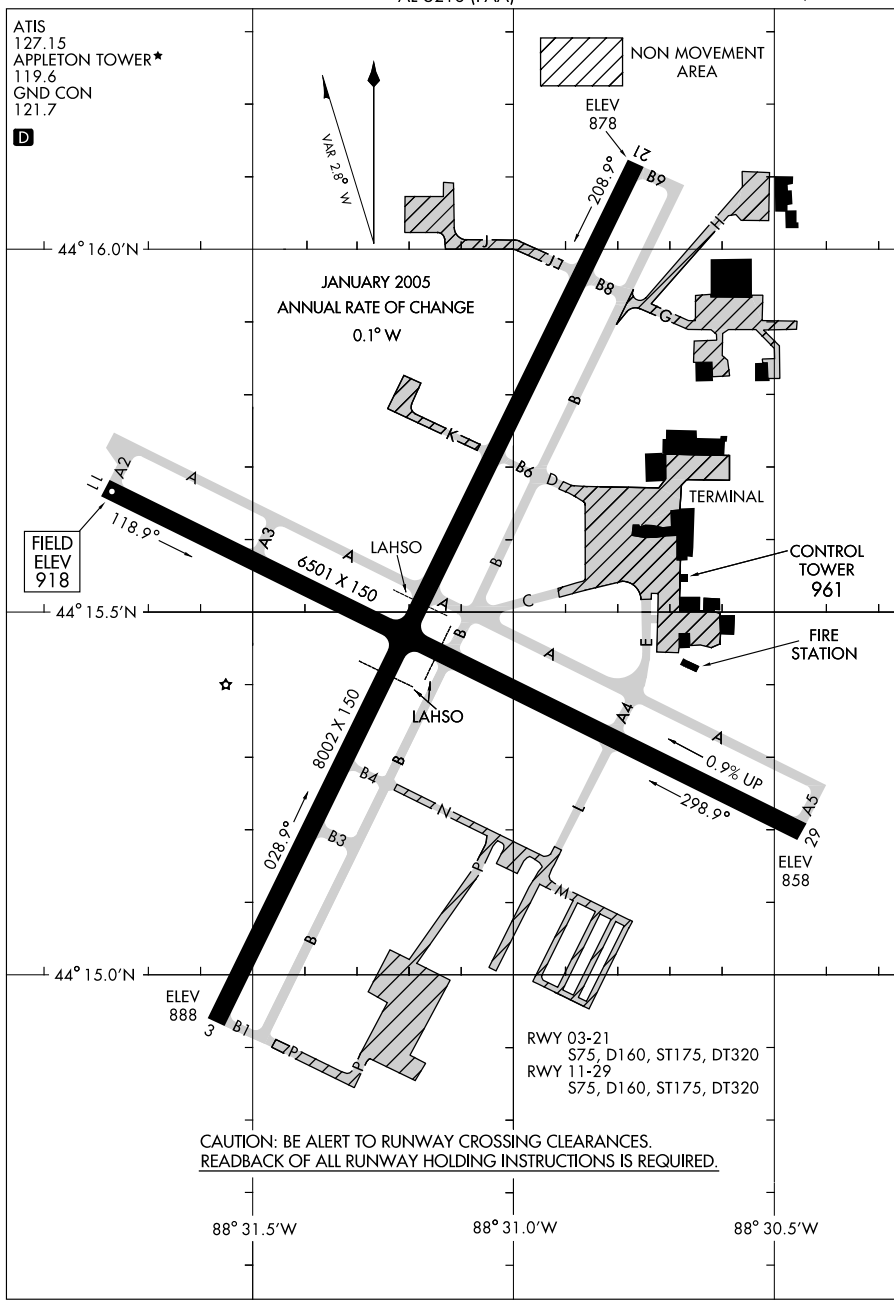
AIRPORT DIAGRAM
08045

ANN ARBOR, MICHIGAN
ANN ARBOR MUNI (ARB)

09295

AIRPORT DIAGRAM

APPLETON/OUTAGAMIE COUNTY RGNL (ATW)
APPLETON, WISCONSIN
AL-5216 (FAA)



AIRPORT DIAGRAM

APPLETON, WISCONSIN
APPLETON/OUTAGAMIE COUNTY RGNL (ATW)

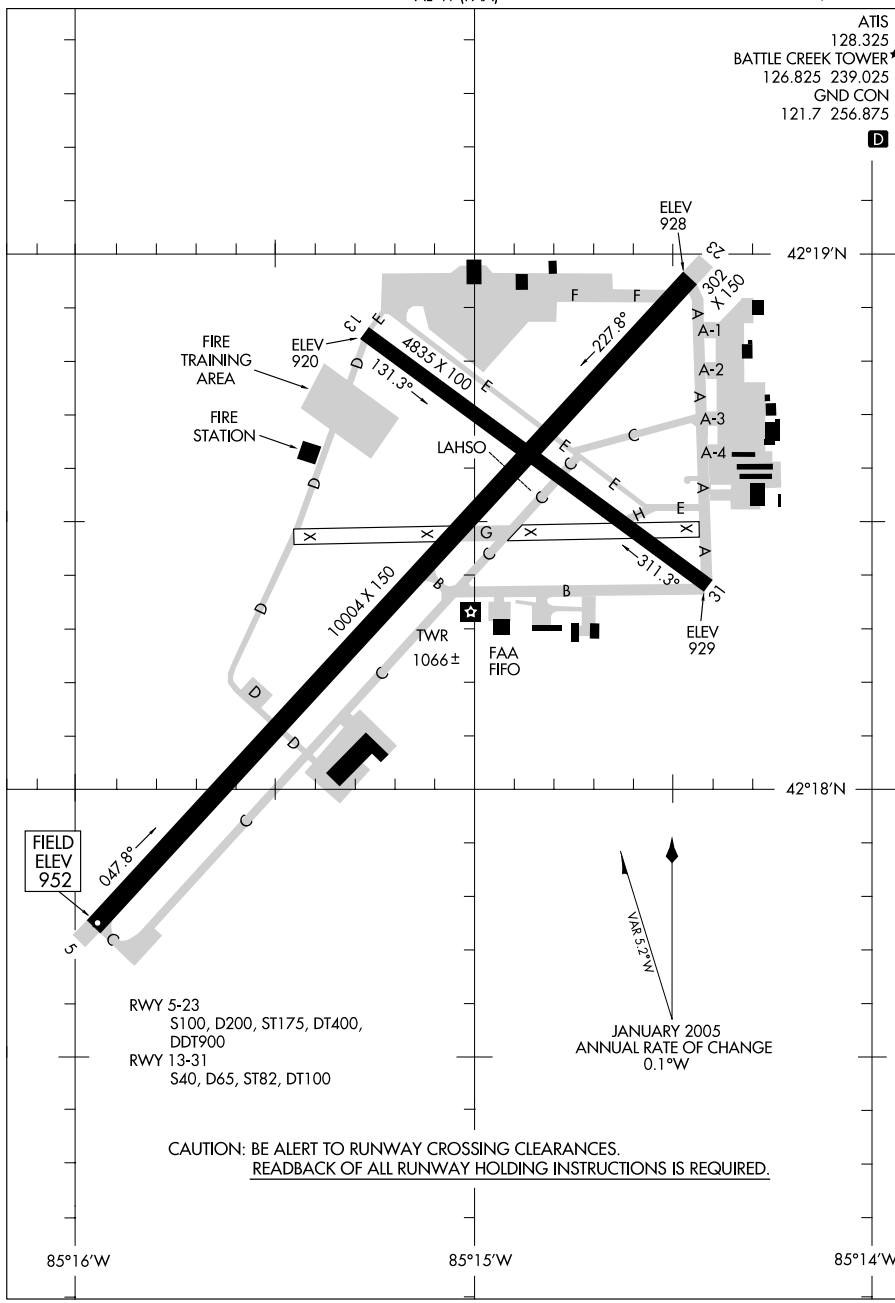
09295

09295

AIRPORT DIAGRAM

BATTLE CREEK/ W.K. KELLOGG (BTL)
BATTLE CREEK, MICHIGAN

AL-41 (FAA)



AIRPORT DIAGRAM

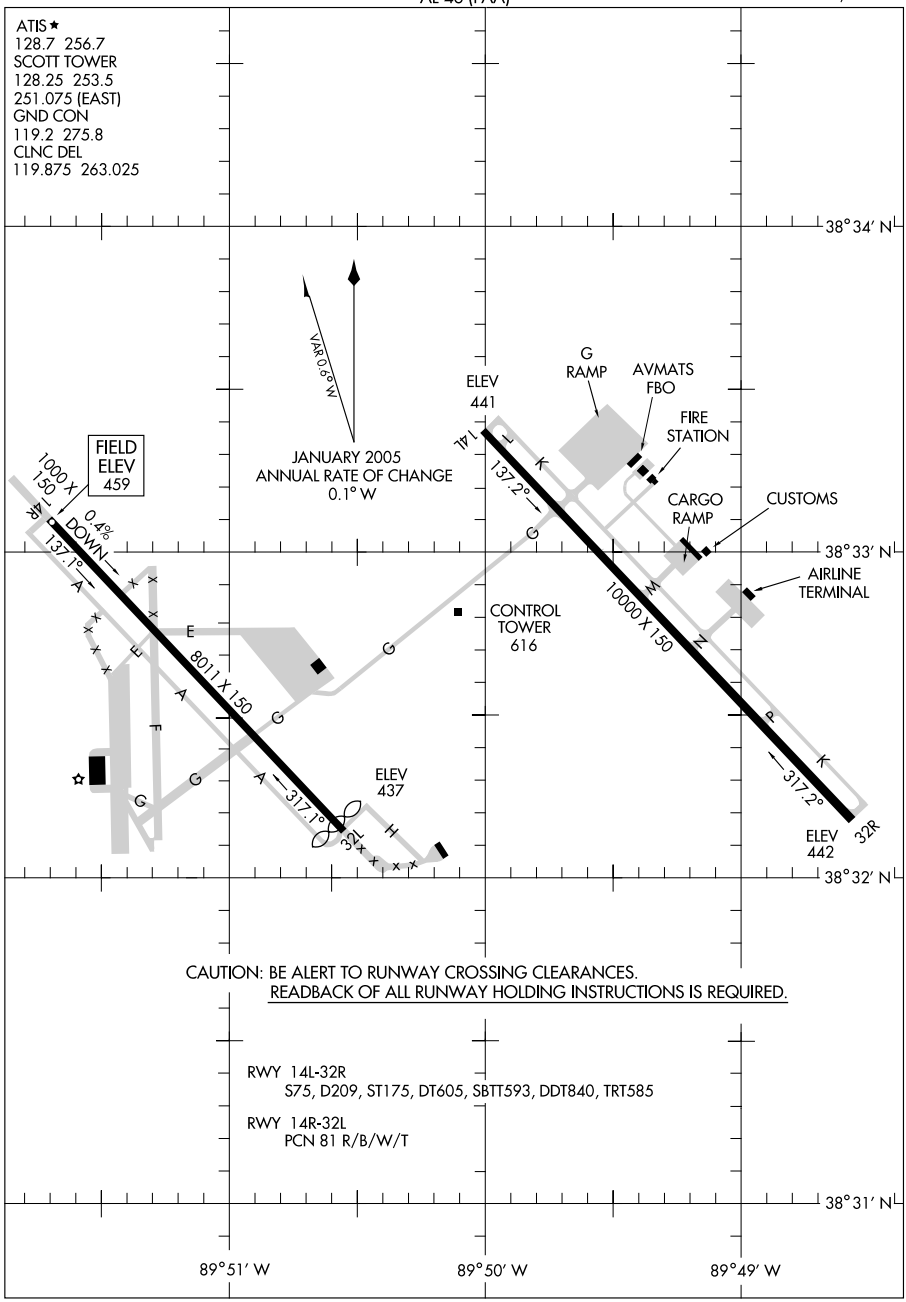
09295

BATTLE CREEK, MICHIGAN
BATTLE CREEK/ W.K. KELLOGG (BTL)

09239

AIRPORT DIAGRAM

BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)
AL-46 (FAA)
BELLEVILLE, ILLINOIS



AIRPORT DIAGRAM

09239

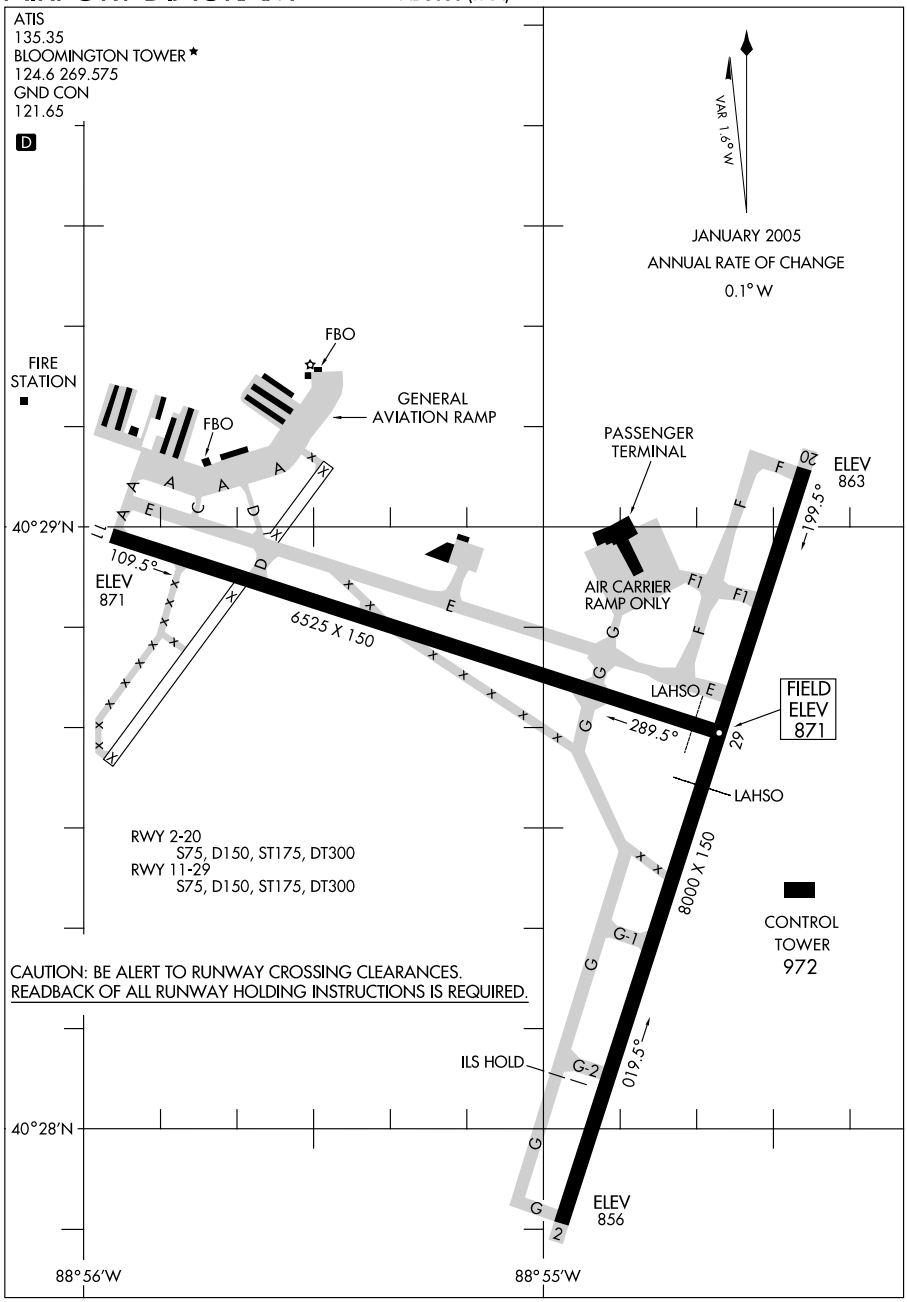
BELLEVILLE, ILLINOIS
BELLEVILLE/SCOTT AFB/MIDAMERICA (BLV)

09295 BLOOMINGTON/CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL(BMI)

AIRPORT DIAGRAM

AL-5058 (FAA)

BLOOMINGTON, ILLINOIS



AIRPORT DIAGRAM

09295 BLOOMINGTON/CENTRAL IL RGNL ARPT AT BLOOMINGTON-NORMAL(BMI)

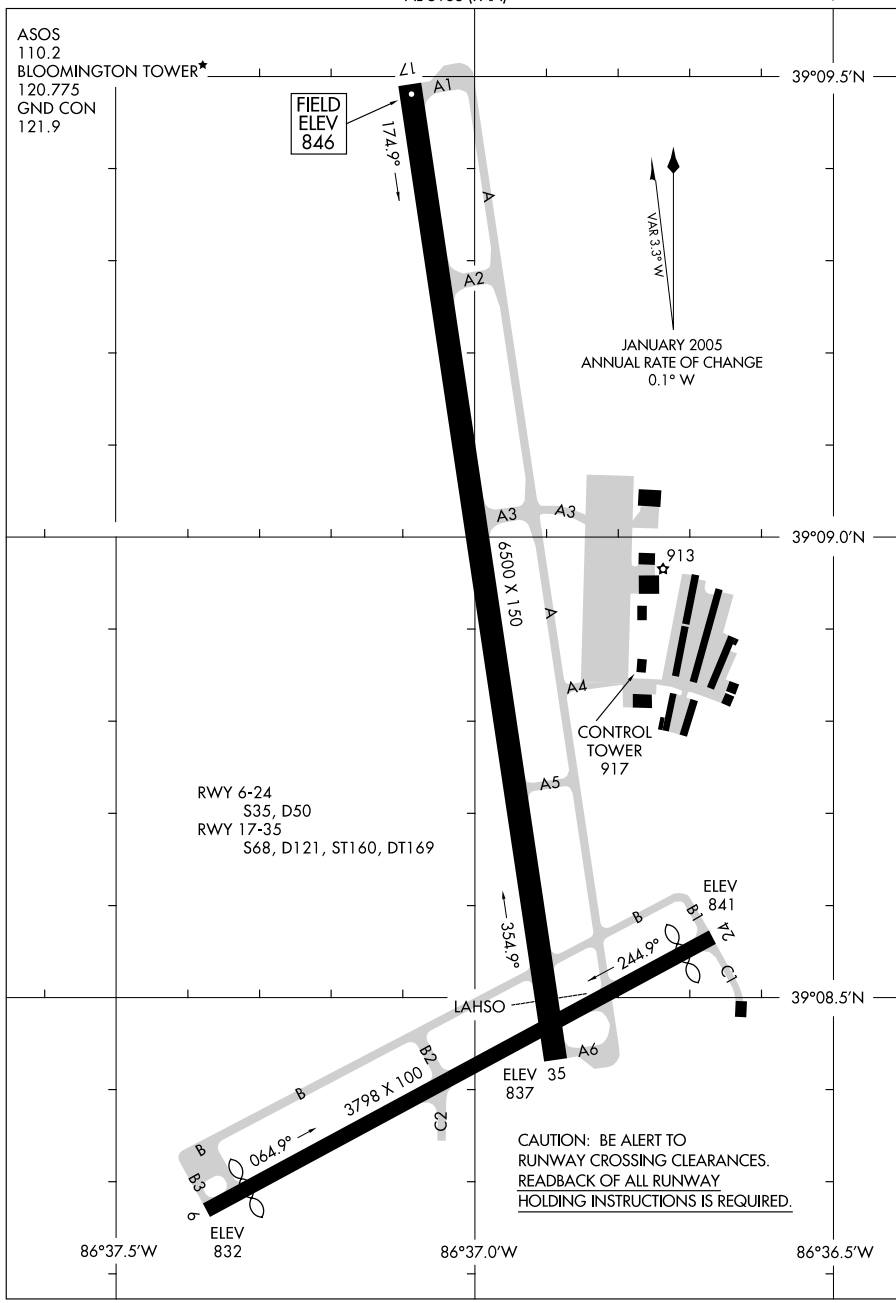
BLOOMINGTON, ILLINOIS

09295

AIRPORT DIAGRAM

BLOOMINGTON / MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA

AL-5168 (FAA)



AIRPORT DIAGRAM

09295

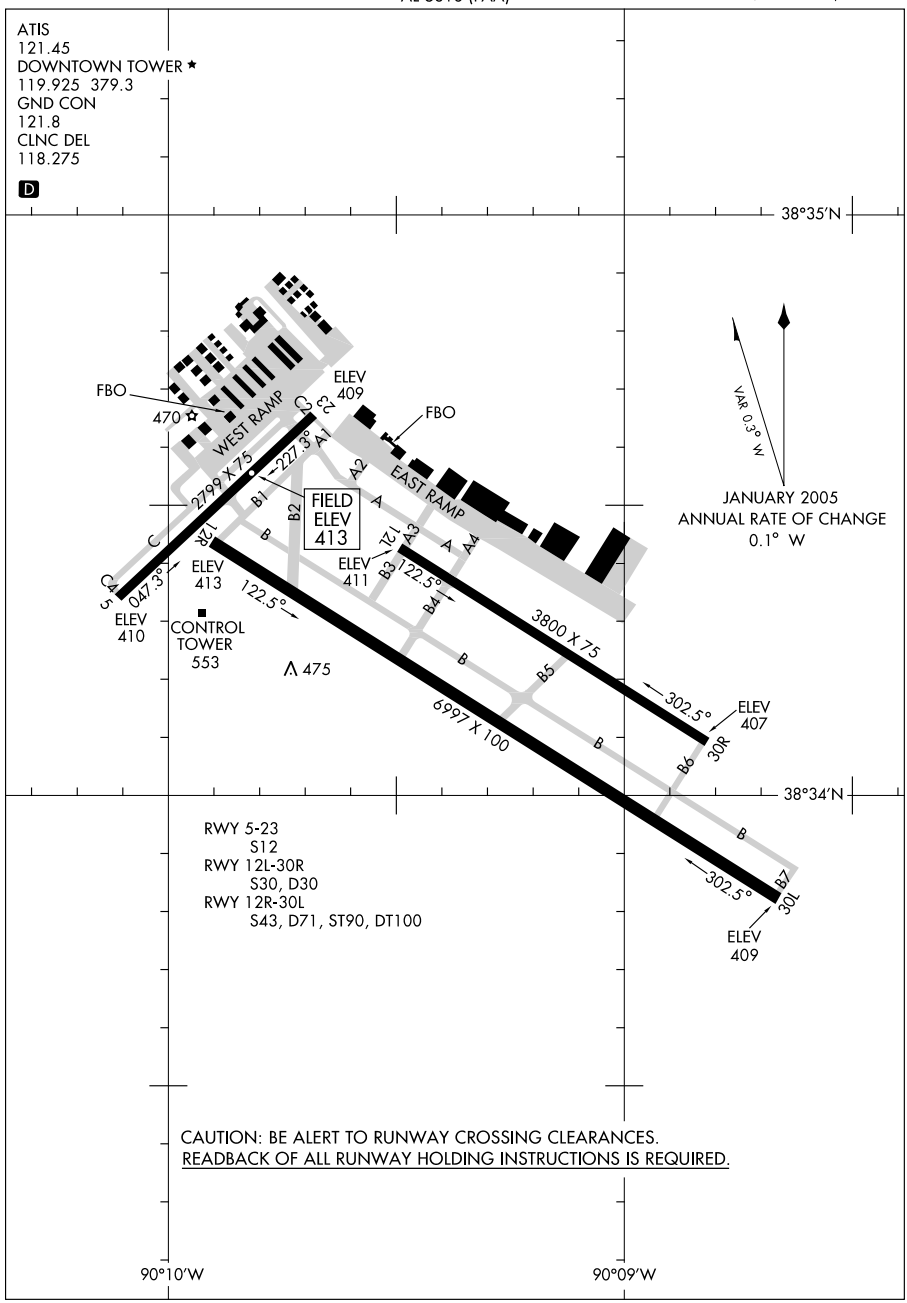
BLOOMINGTON, INDIANA
BLOOMINGTON / MONROE COUNTY (BMG)

09295

AIRPORT DIAGRAM

AL-5316 (FAA)

CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)
CAHOKIA/ST. LOUIS, ILLINOIS



AIRPORT DIAGRAM

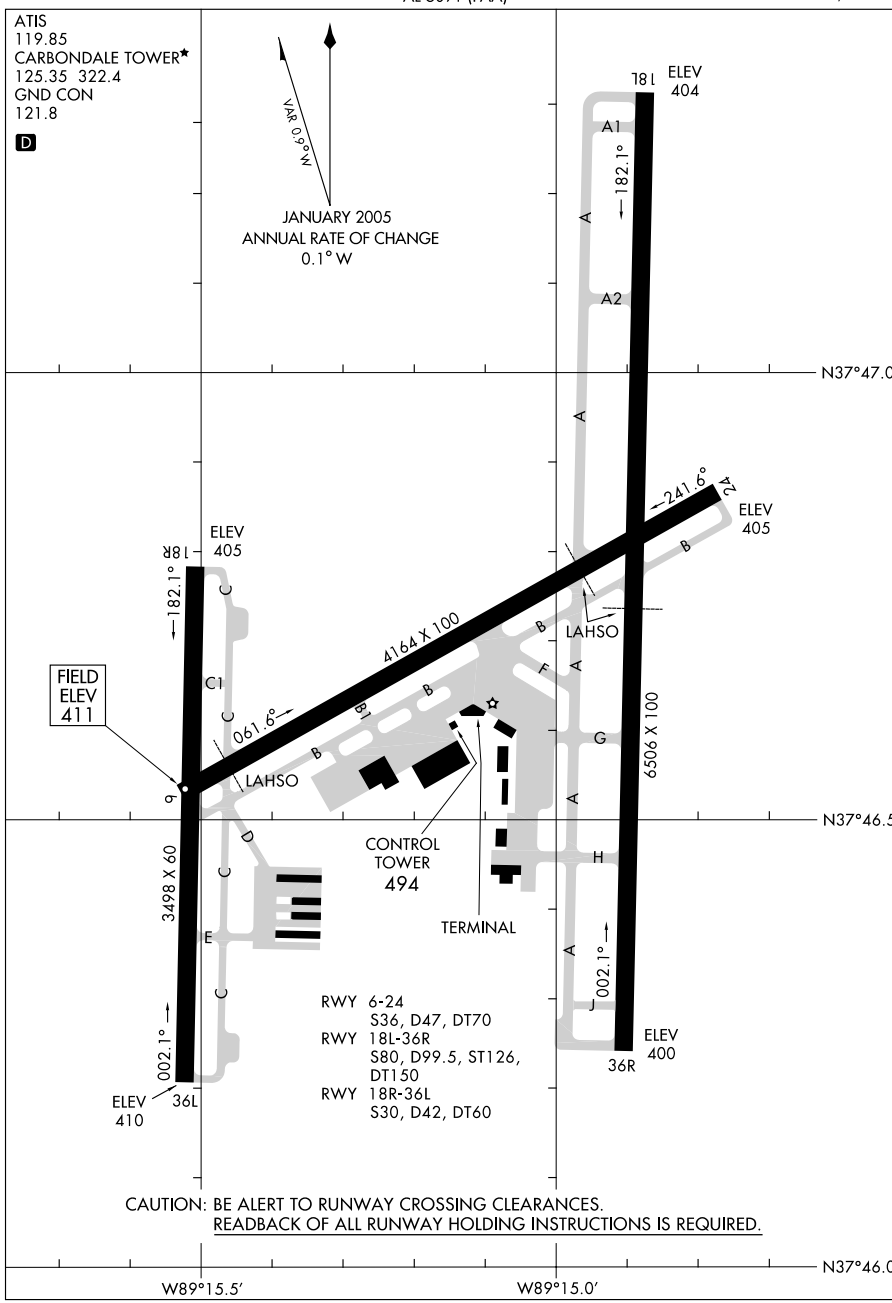
09295

CAHOKIA/ST. LOUIS, ILLINOIS
CAHOKIA/ ST. LOUIS DOWNTOWN (CPS)

09295

AIRPORT DIAGRAM

CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)
AL-5091 (FAA)
CARBONDALE-MURPHYSBORO, ILLINOIS



AIRPORT DIAGRAM

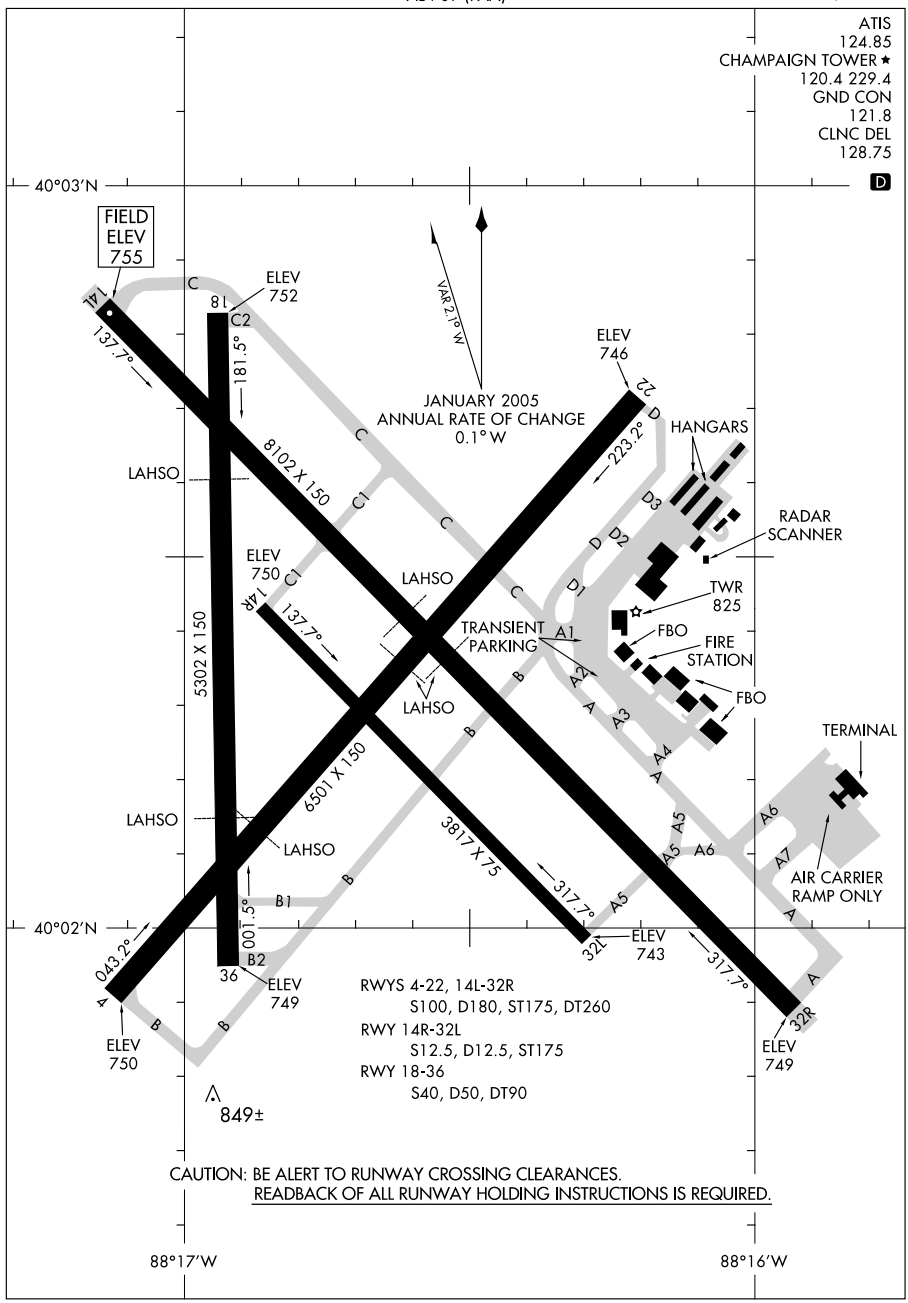
09295

CARBONDALE-MURPHYSBORO, ILLINOIS
CARBONDALE-MURPHYSBORO/ SOUTHERN ILLINOIS (MDH)

09295

AIRPORT DIAGRAM

CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)
AL-709 (FAA)
CHAMPAIGN-URBANA, ILLINOIS



AIRPORT DIAGRAM

09295

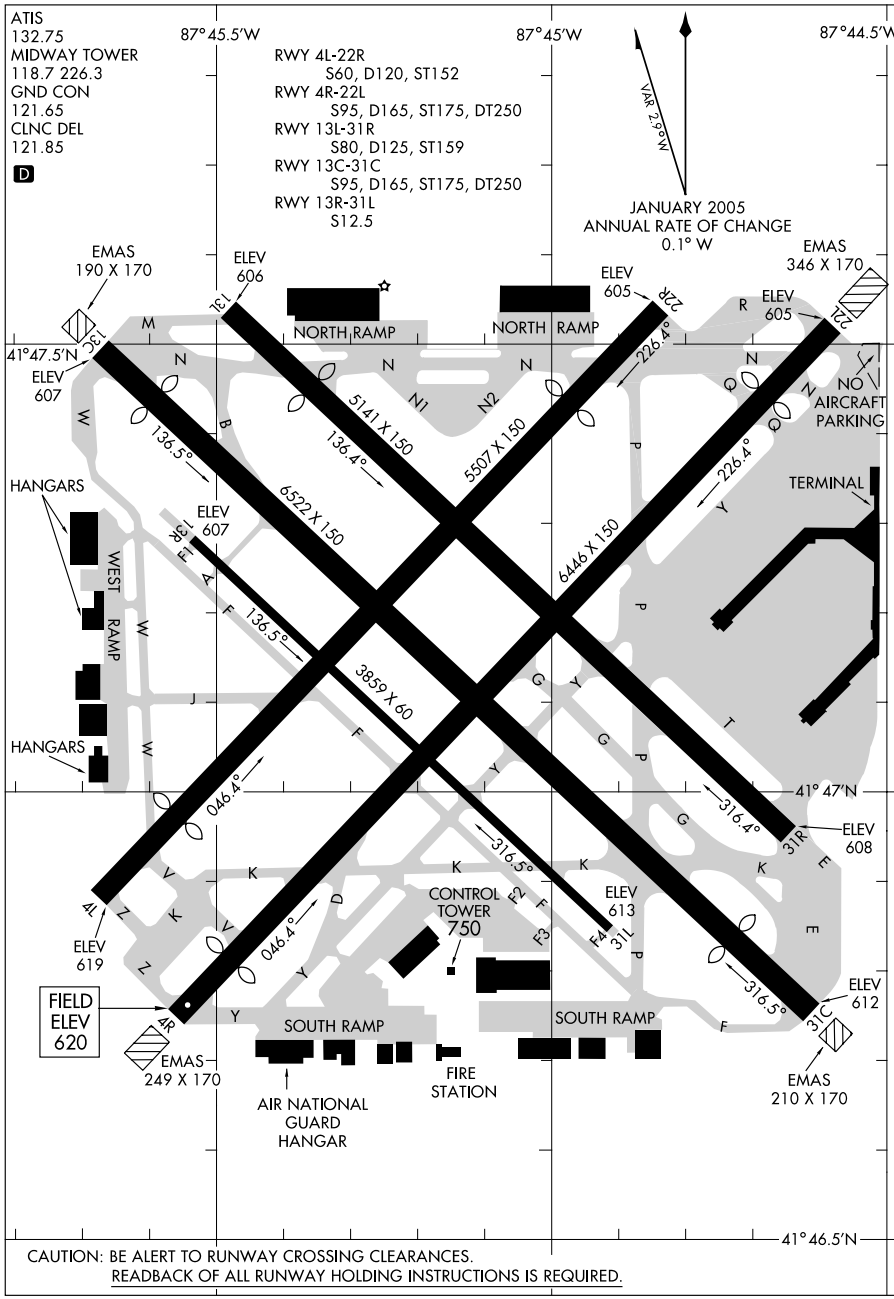
CHAMPAIGN-URBANA, ILLINOIS
CHAMPAIGN-URBANA/UNIVERSITY OF ILLINOIS-WILLARD (CMI)

09071

AIRPORT DIAGRAM

AL-81 (FAA)

CHICAGO MIDWAY INTL (MDW)
CHICAGO, ILLINOIS



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

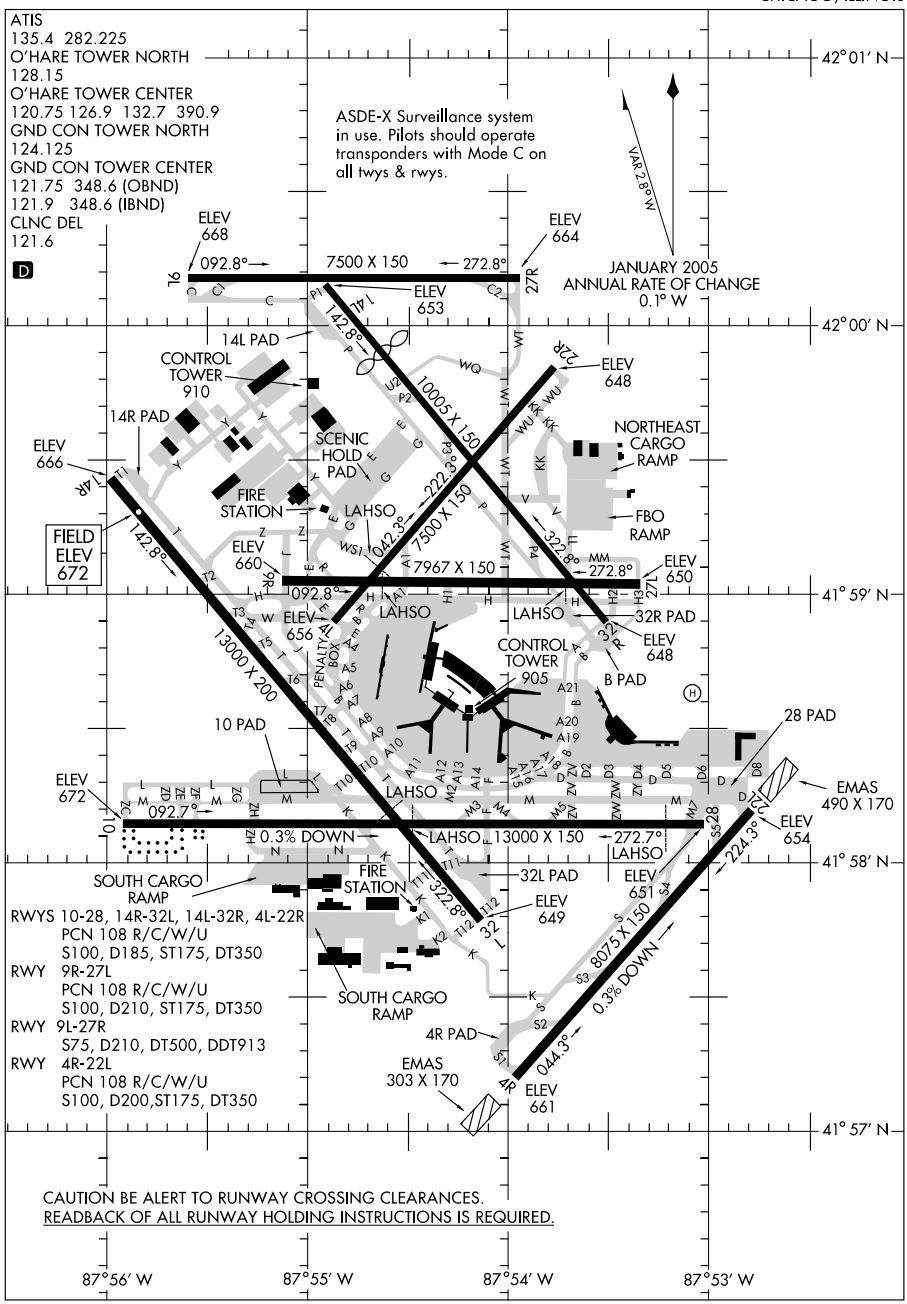
AIRPORT DIAGRAM
09071
CHICAGO, ILLINOIS
CHICAGO MIDWAY INTL (MDW)

09295

AIRPORT DIAGRAM

AL-166 (FAA)

CHICAGO-O'HARE INTL (ORD)
CHICAGO, ILLINOIS



AIRPORT DIAGRAM

09295

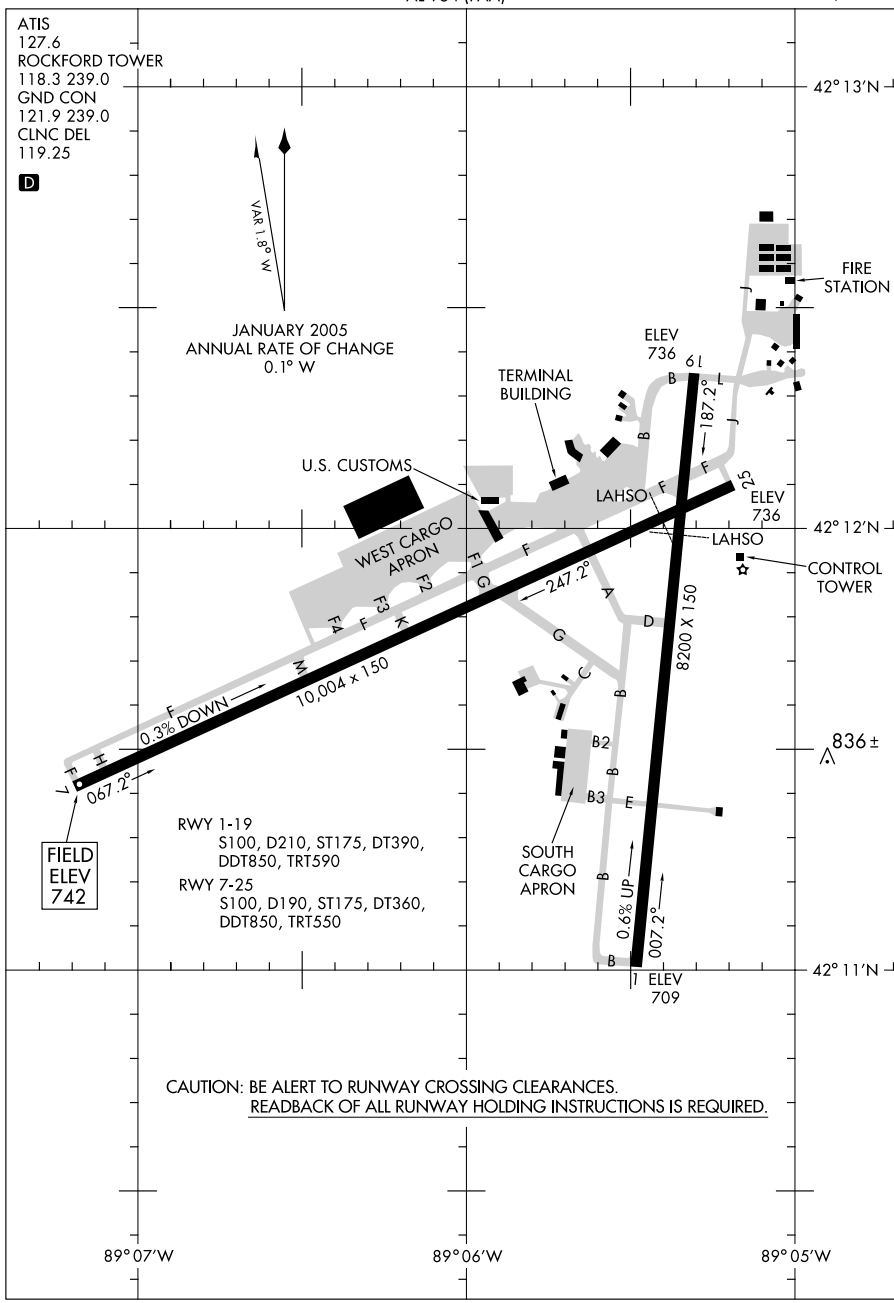
CHICAGO, ILLINOIS
CHICAGO-O'HARE INTL (ORD)

09015

AIRPORT DIAGRAM

AL-954 (FAA)

CHICAGO/ROCKFORD INTL (RFD)
CHICAGO/ROCKFORD, ILLINOIS



AIRPORT DIAGRAM

09015

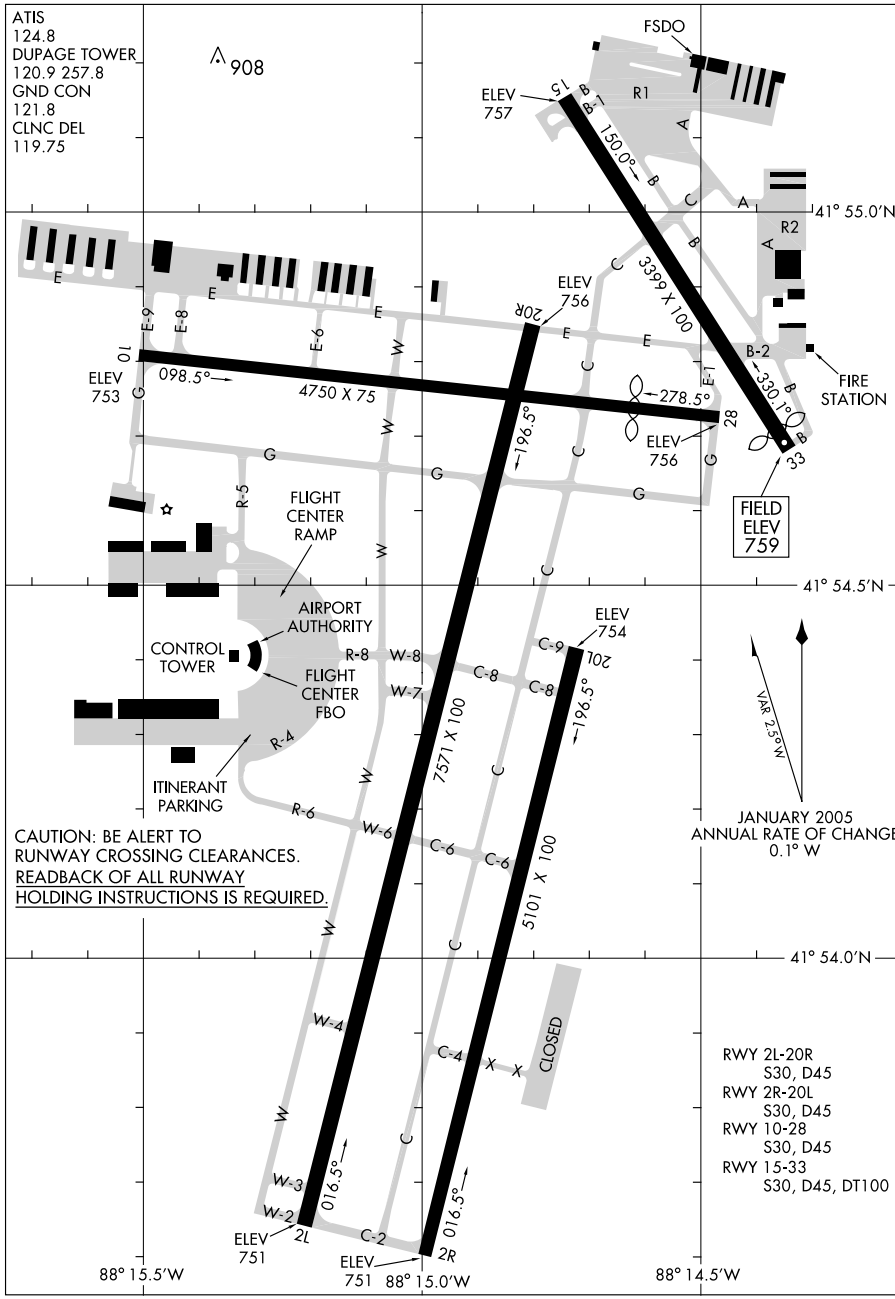
CHICAGO/ROCKFORD, ILLINOIS
CHICAGO/ROCKFORD INTL (RFD)

09015

AIRPORT DIAGRAM

AL-5104 (FAA)

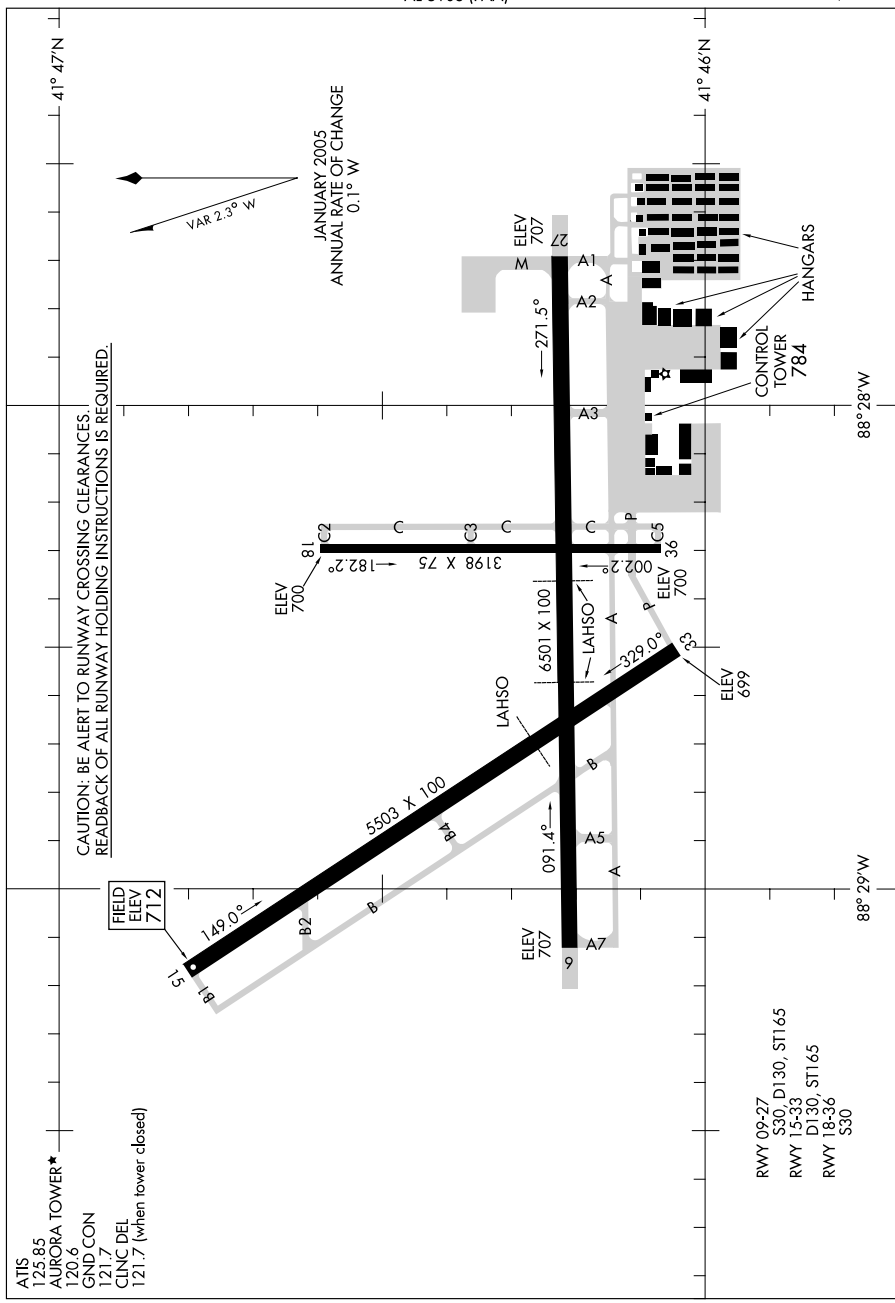
CHICAGO/ DU PAGE (DPA)
CHICAGO (WEST CHICAGO), ILLINOIS



AIRPORT DIAGRAM

09015

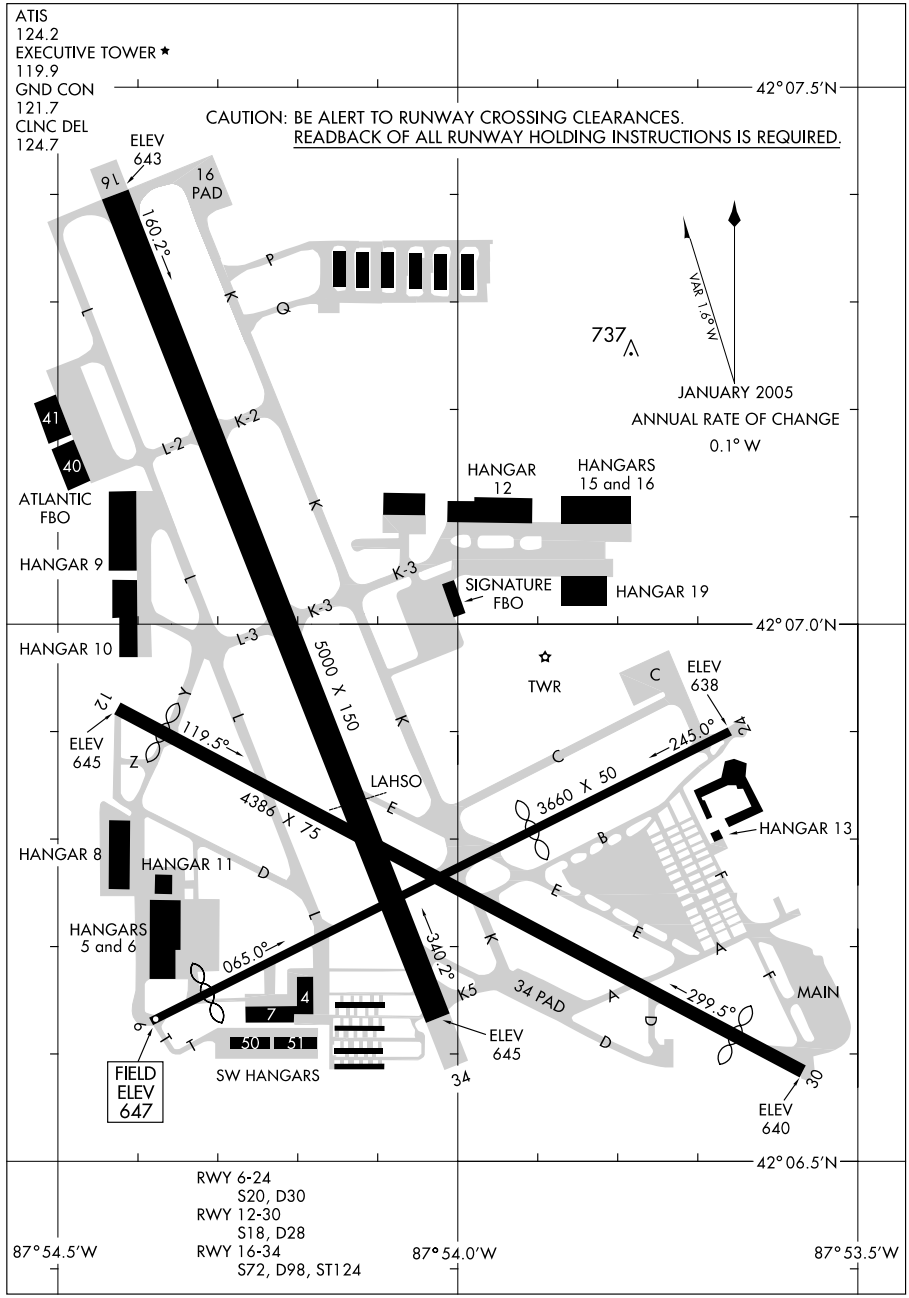
CHICAGO (WEST CHICAGO), ILLINOIS
CHICAGO/DU PAGE (DPA)


09295
AIRPORT DIAGRAM
AL-5103 (FAA)
CHICAGO/AURORA MUNI (ARR)
CHICAGO/AURORA, ILLINOIS
41° 47'N
41° 46'N
88° 28'W
88° 29'W
VAR 2.3° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
ELEV 707
27
A1
A2
A3
271.5°
HANGARS
CONTROL TOWER
784
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ELEV 700
18
182.2°
3198 X 75
002.2°
36
ELEV 700
6501 X 100
LAHSO
329.0°
ELEV 699
LAHSO
5503 X 100
091.4°
A5
A7
ELEV 707
9
FIELD ELEV 712
149.0°
15
ATIS 125.85
AURORA TOWER* 120.6
GND CON 121.7
CLNC DEL 121.7 (when tower closed)
RWY 09-27 S30, D130, ST165
RWY 15-33 D130, ST165
RWY 18-36 S30
AIRPORT DIAGRAM
09295
CHICAGO/AURORA, ILLINOIS
CHICAGO/AURORA MUNI (ARR)

09295

AIRPORT DIAGRAM

CHICAGO EXECUTIVE (PWK)
AL-5028 (FAA) CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS



AIRPORT DIAGRAM

09295

CHICAGO/PROSPECT HEIGHTS/WHEELING, ILLINOIS
CHICAGO EXECUTIVE (PWK)

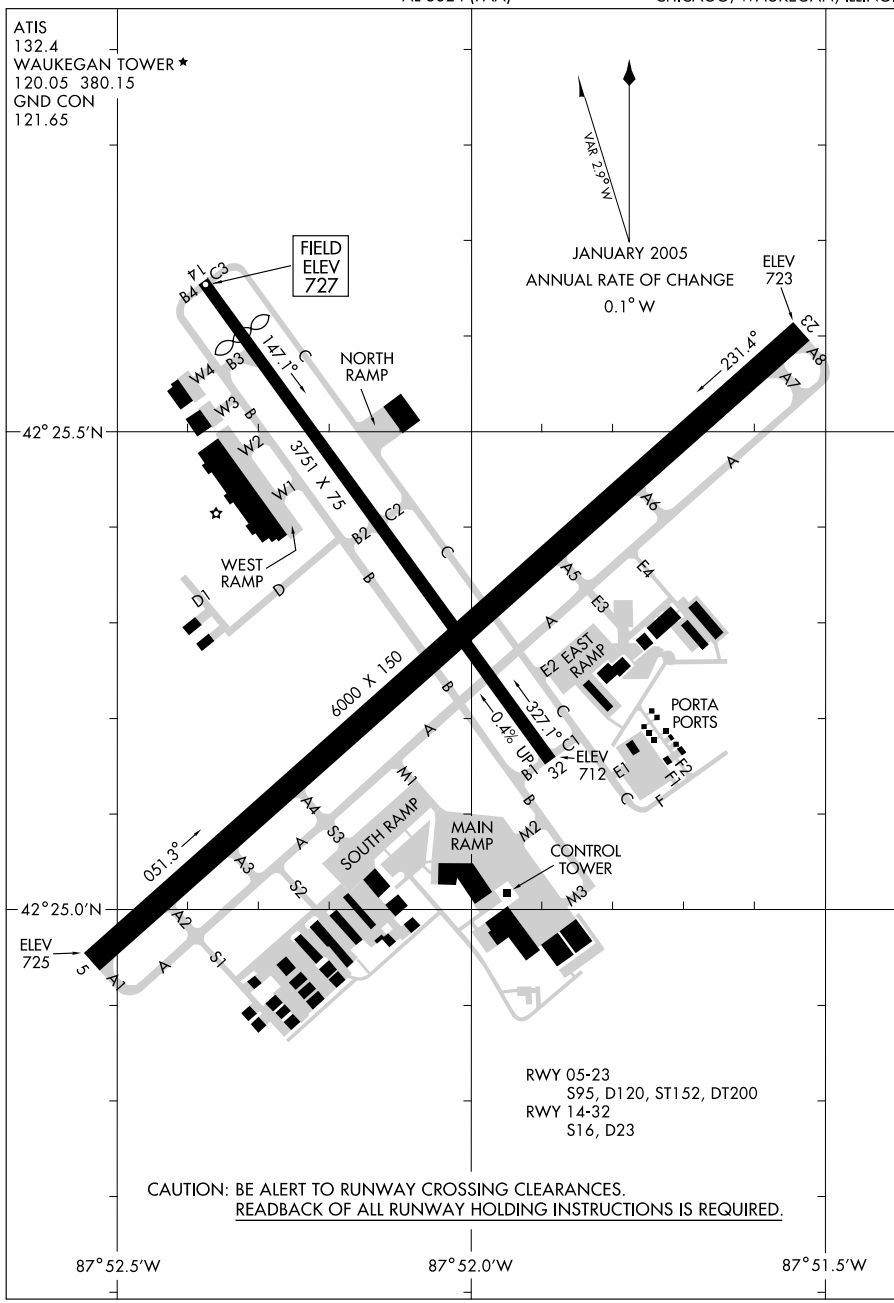
09015

AIRPORT DIAGRAM

CHICAGO/ WAUKEGAN RGNL (UGN)

AL-5324 (FAA)

CHICAGO/WAUKEGAN, ILLINOIS



AIRPORT DIAGRAM

09015

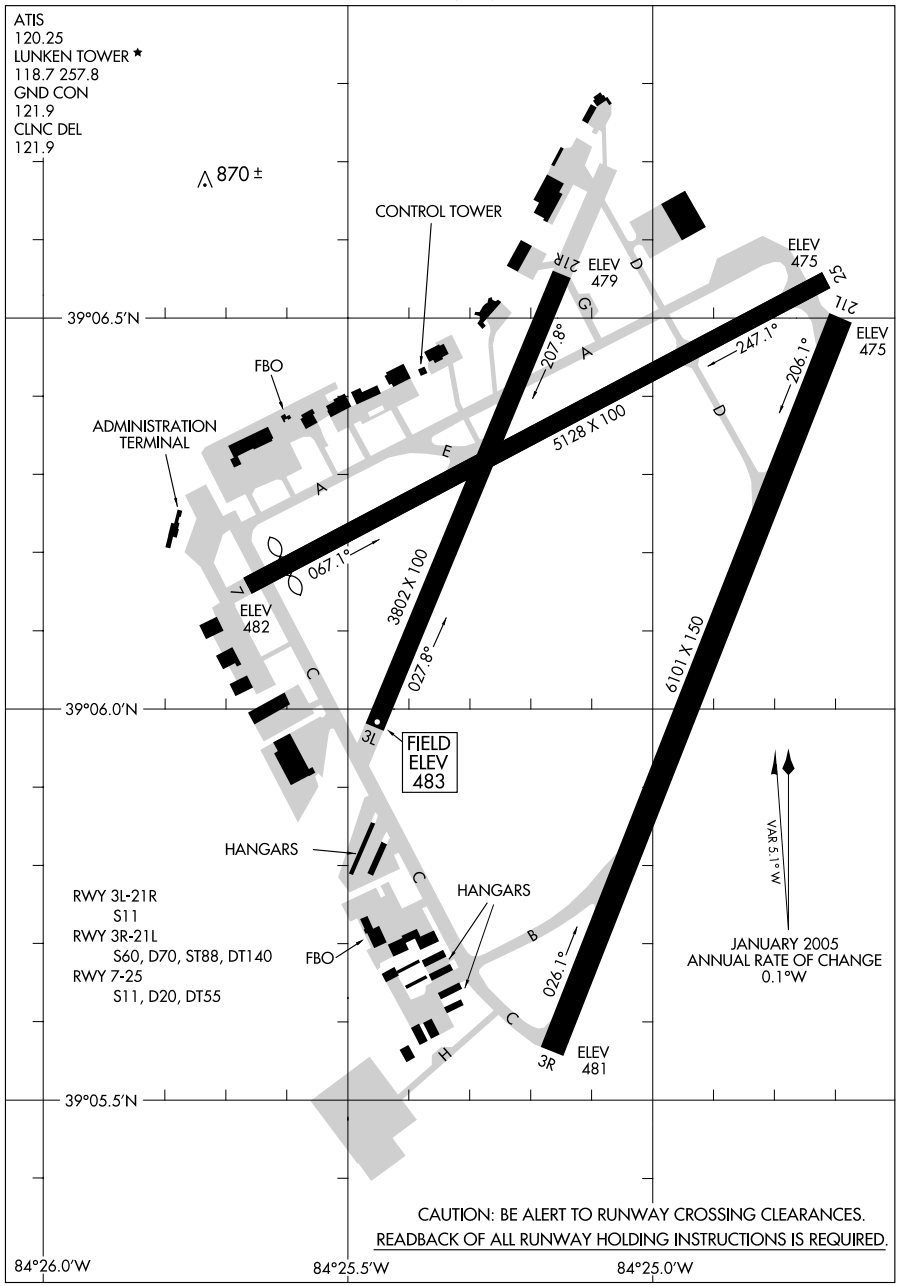
CHICAGO/WAUKEGAN, ILLINOIS

CHICAGO/ WAUKEGAN RGNL (UGN)

09071

AIRPORT DIAGRAM

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
AL-83 (FAA)
CINCINNATI, OHIO



AIRPORT DIAGRAM

09071

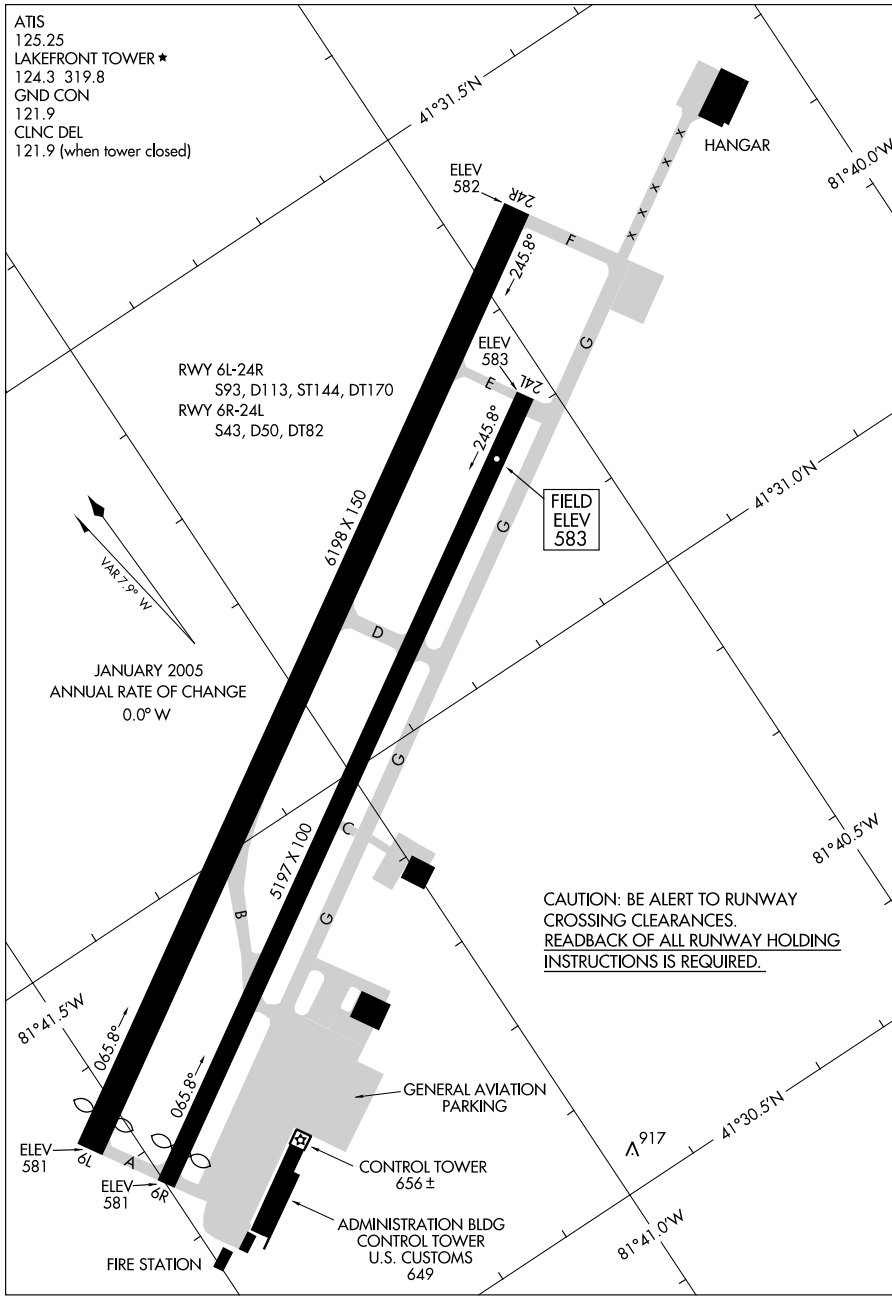
CINCINNATI, OHIO
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)

09015

AIRPORT DIAGRAM

CLEVELAND/ BURKE LAKEFRONT (BKL)
CLEVELAND, OHIO

AL-5370 (FAA)



AIRPORT DIAGRAM

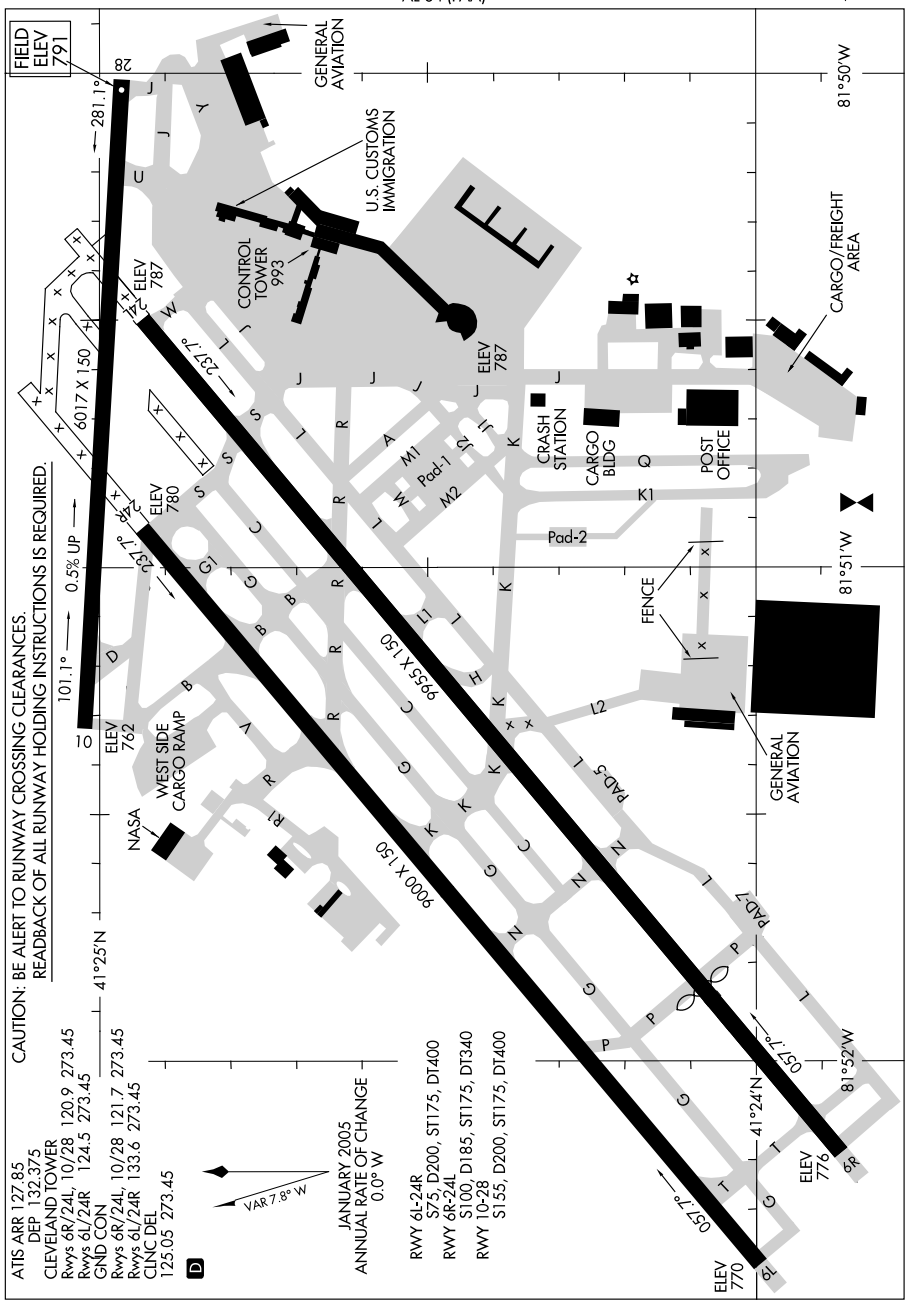
09015

CLEVELAND, OHIO
CLEVELAND/ BURKE LAKEFRONT (BKL)

09183

AIRPORT DIAGRAM

CLEVELAND-HOPKINS INTL (CLE)
CLEVELAND, OHIO



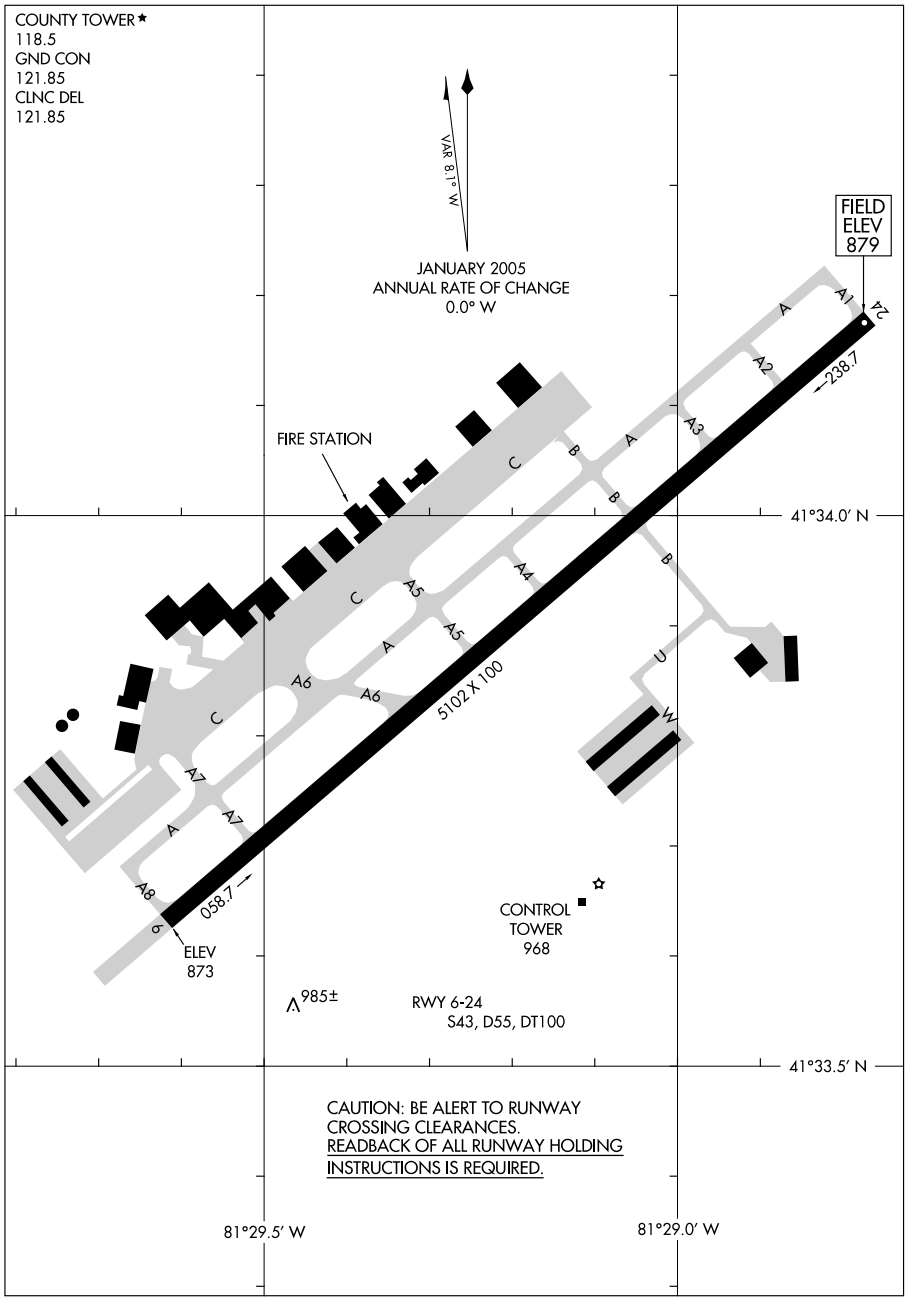
AIRPORT DIAGRAM
09183
CLEVELAND, OHIO
CLEVELAND-HOPKINS INTL (CLE)

08269

AIRPORT DIAGRAM

AL-5027 (FAA)

CLEVELAND / CUYAHOGA COUNTY (CGF)
CLEVELAND, OHIO



AIRPORT DIAGRAM

08269

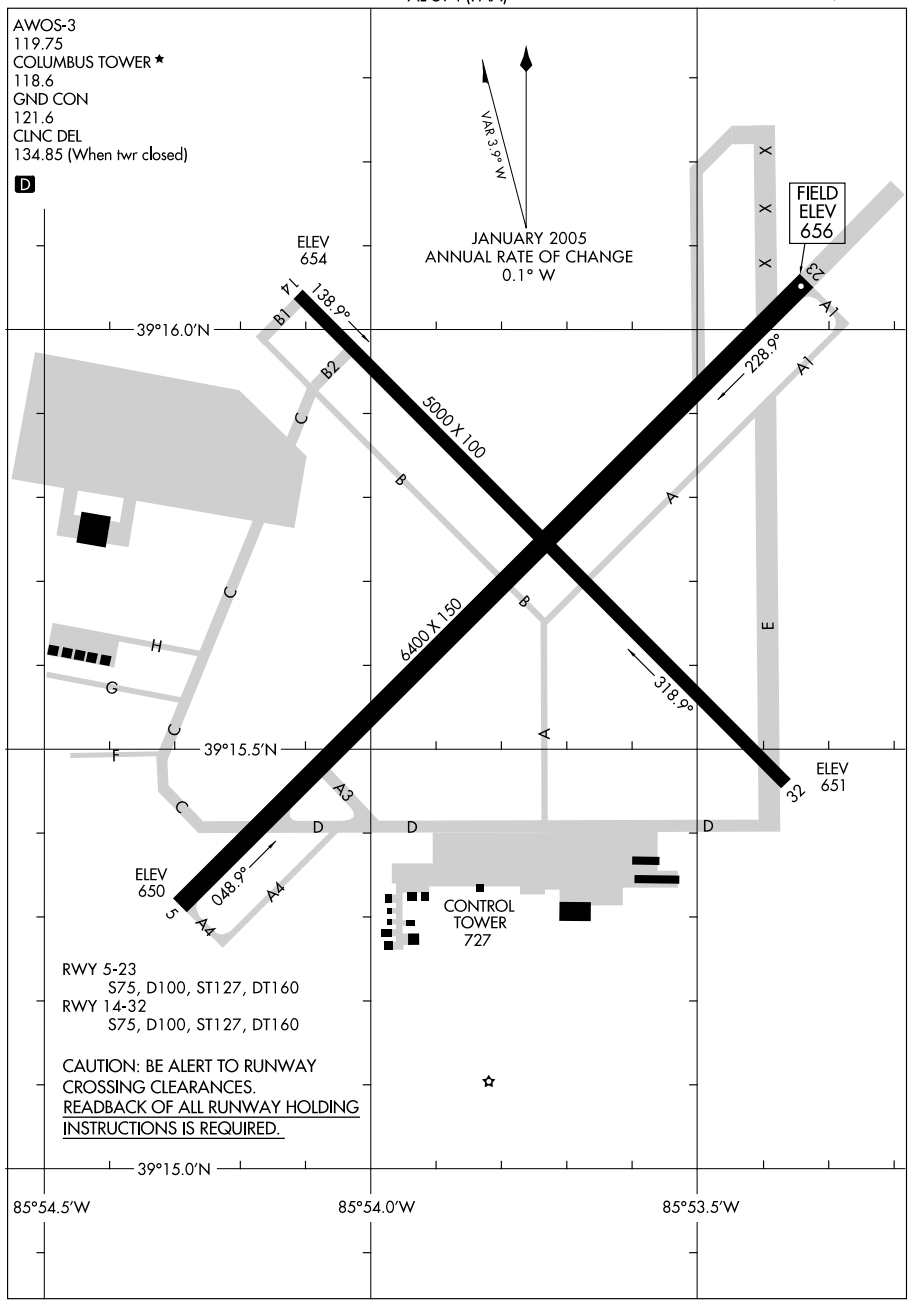
CLEVELAND, OHIO
CLEVELAND / CUYAHOGA COUNTY (CGF)

09295

AIRPORT DIAGRAM

COLUMBUS MUNI (BAK)
COLUMBUS, INDIANA

AL-594 (FAA)



AIRPORT DIAGRAM

COLUMBUS, INDIANA
COLUMBUS MUNI (BAK)

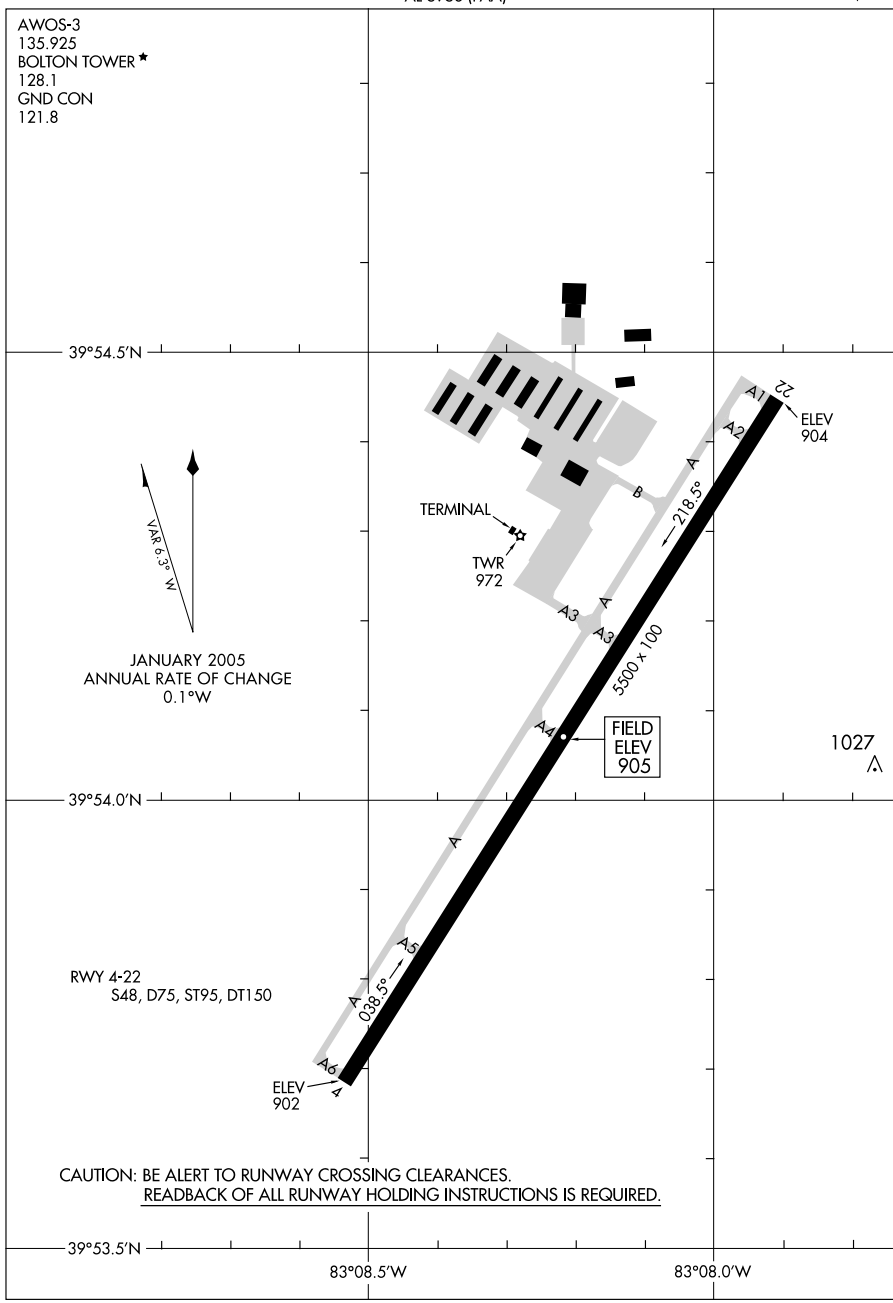
09295

09295

AIRPORT DIAGRAM

AL-5958 (FAA)

COLUMBUS/ BOLTON FIELD (TZR)
COLUMBUS, OHIO



AIRPORT DIAGRAM

09295

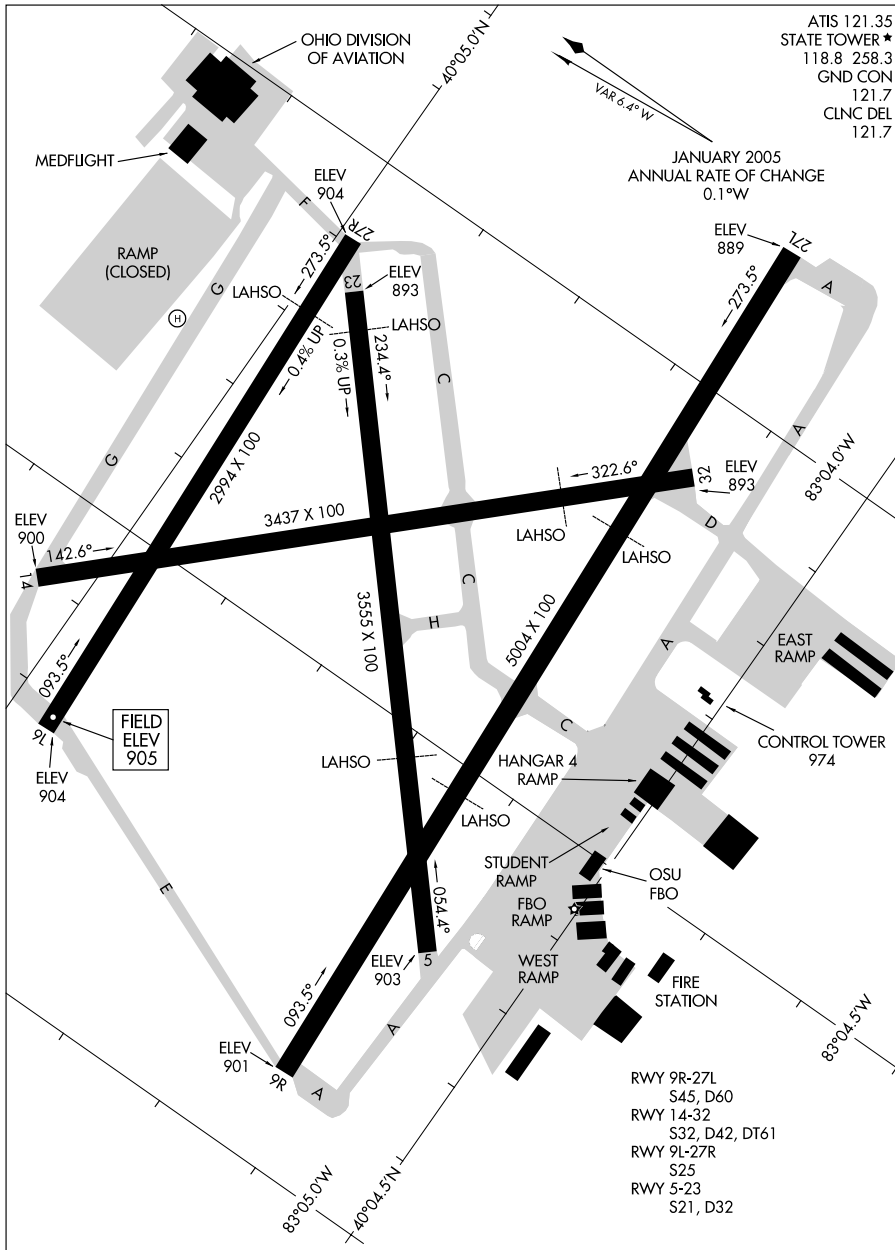
COLUMBUS, OHIO
COLUMBUS/ BOLTON FIELD (TZR)

08269

AIRPORT DIAGRAM

AL-5387 (FAA)

COLUMBUS/OHIO STATE UNIVERSITY (OSU)
COLUMBUS, OHIO



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

08269

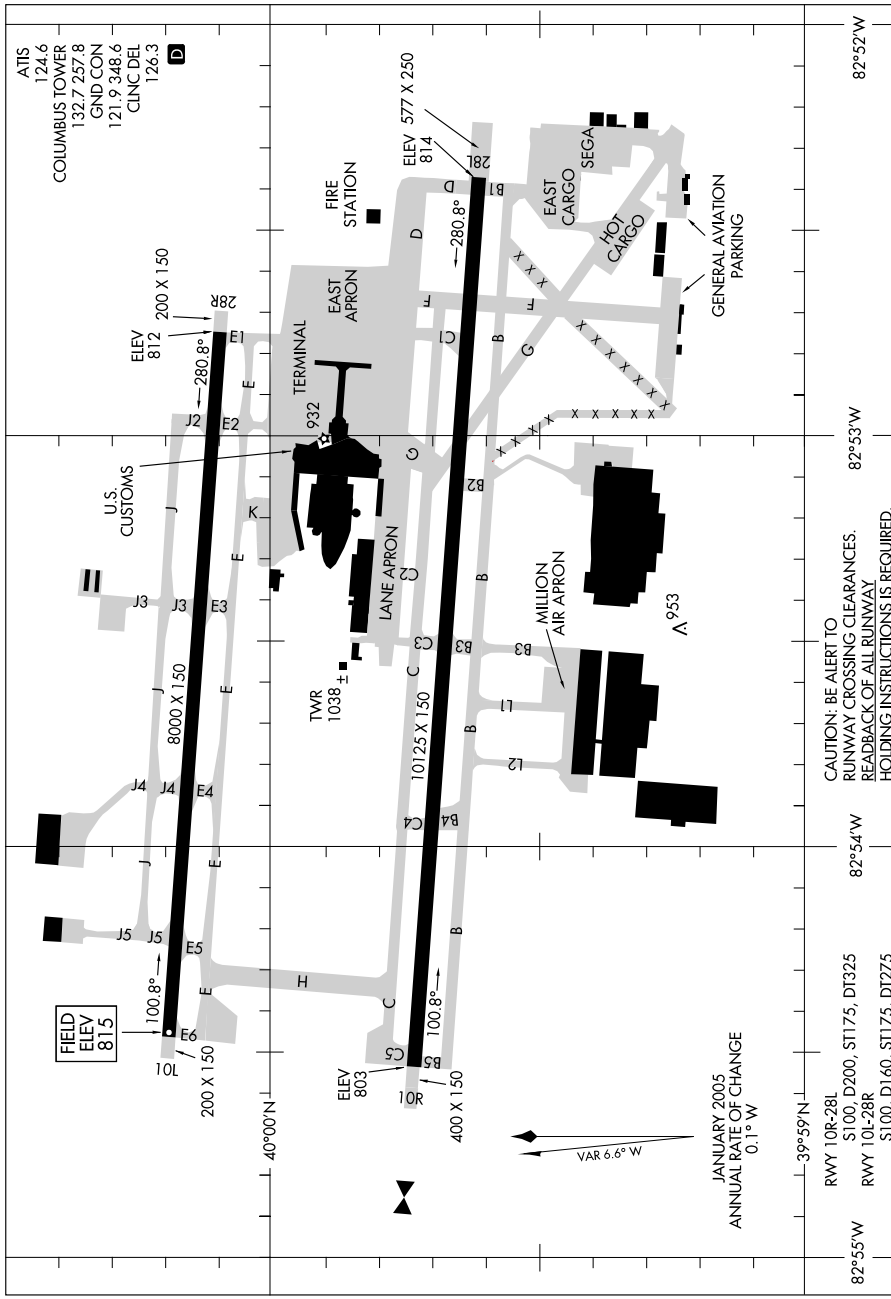
COLUMBUS, OHIO
COLUMBUS/OHIO STATE UNIVERSITY (OSU)

09295

AIRPORT DIAGRAM

COLUMBUS/ PORT COLUMBUS INTL (CMH)
COLUMBUS, OHIO

AL-94 (FAA)



AIRPORT DIAGRAM

09295

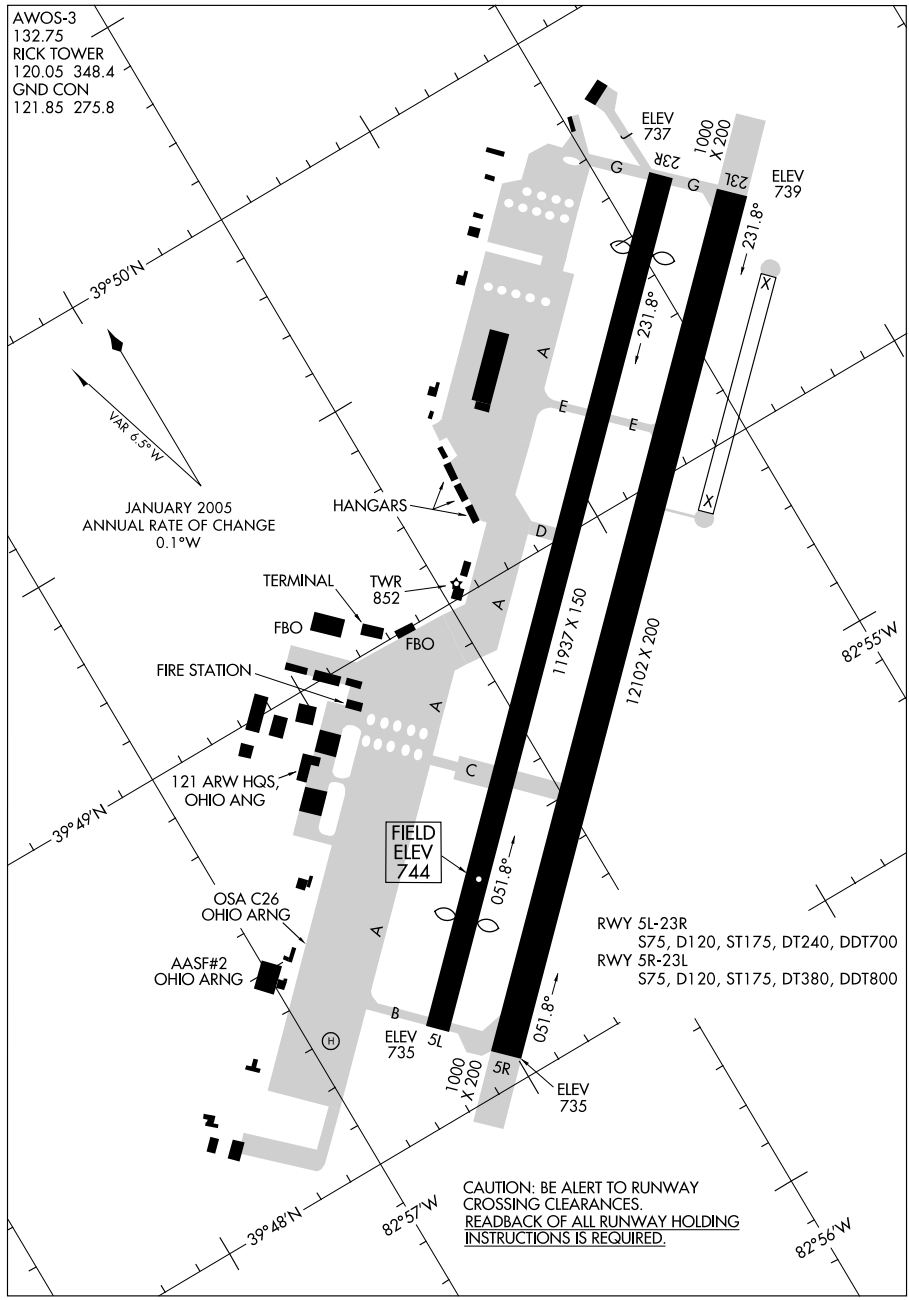
COLUMBUS, OHIO
COLUMBUS/ PORT COLUMBUS INTL (CMH)

09295

AIRPORT DIAGRAM

COLUMBUS/ RICKENBACKER INTL (LCK)
COLUMBUS, OHIO

AL-6846 (FAA)



AIRPORT DIAGRAM

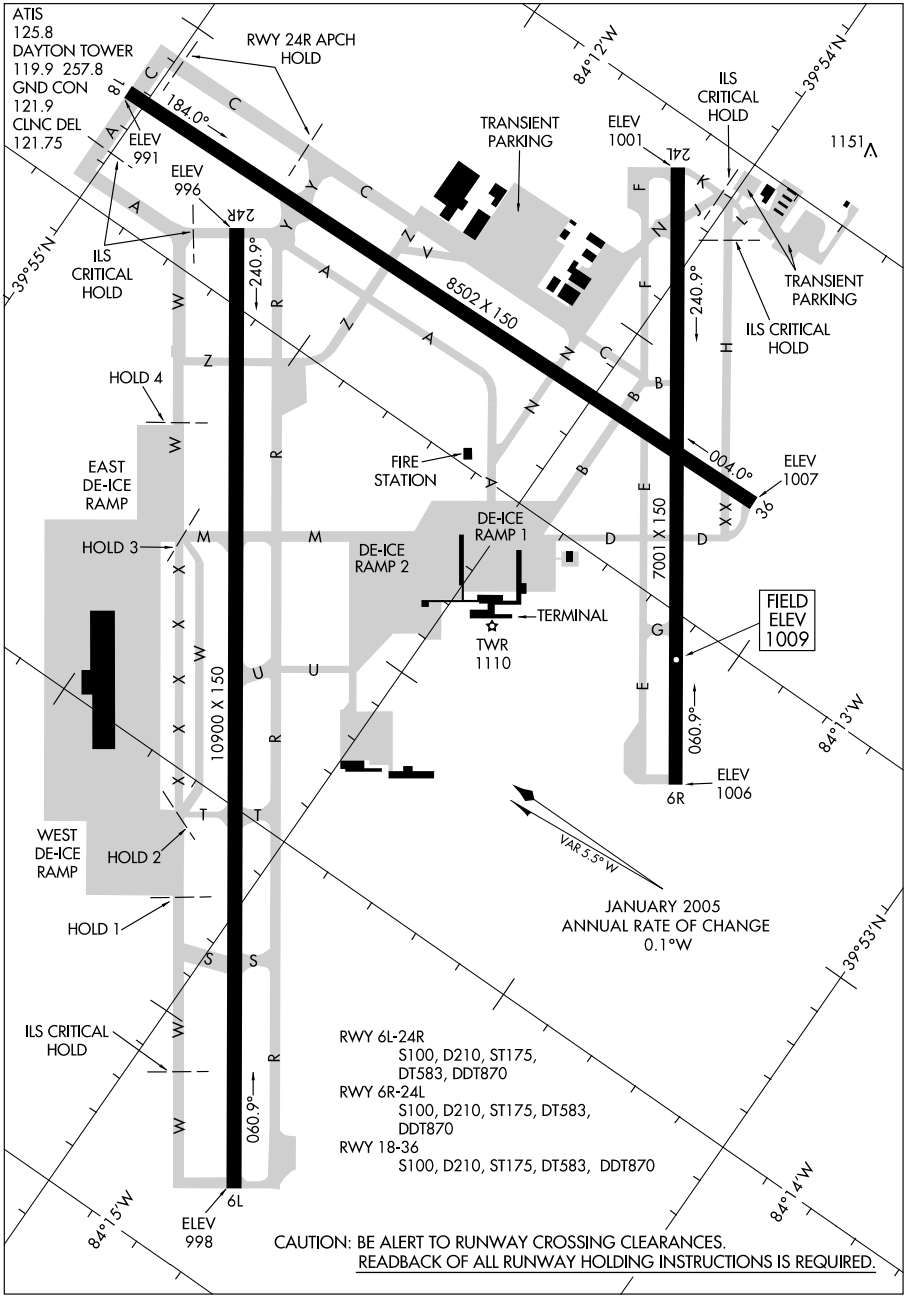
09295

COLUMBUS, OHIO
COLUMBUS/ RICKENBACKER INTL (LCK)

09183

AIRPORT DIAGRAM

DAYTON / JAMES M. COX-DAYTON INTL (DAY)
AL-107 (FAA)
DAYTON, OHIO

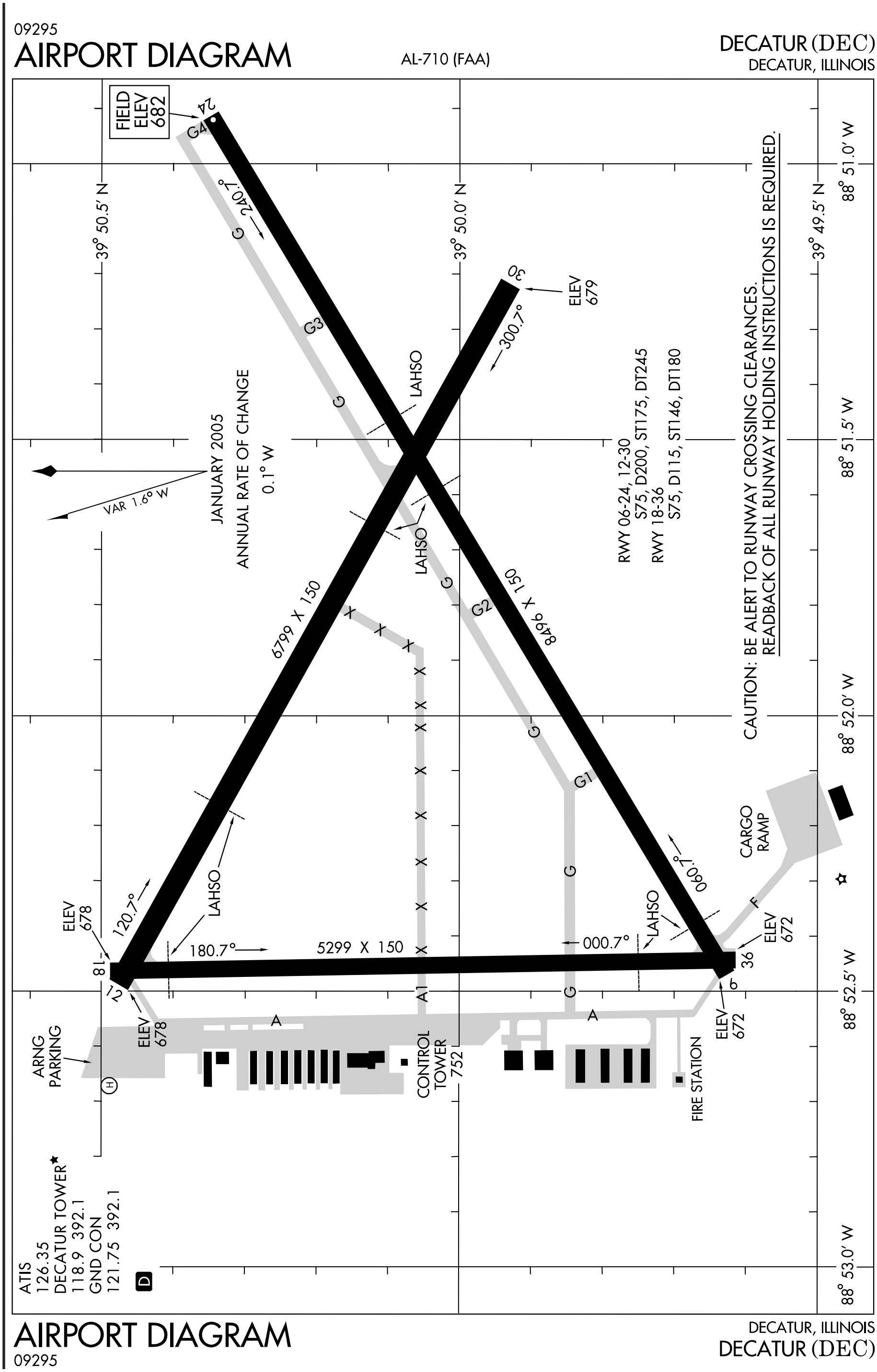


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

DAYTON, OHIO
DAYTON / JAMES M. COX-DAYTON INTL (DAY)

09183



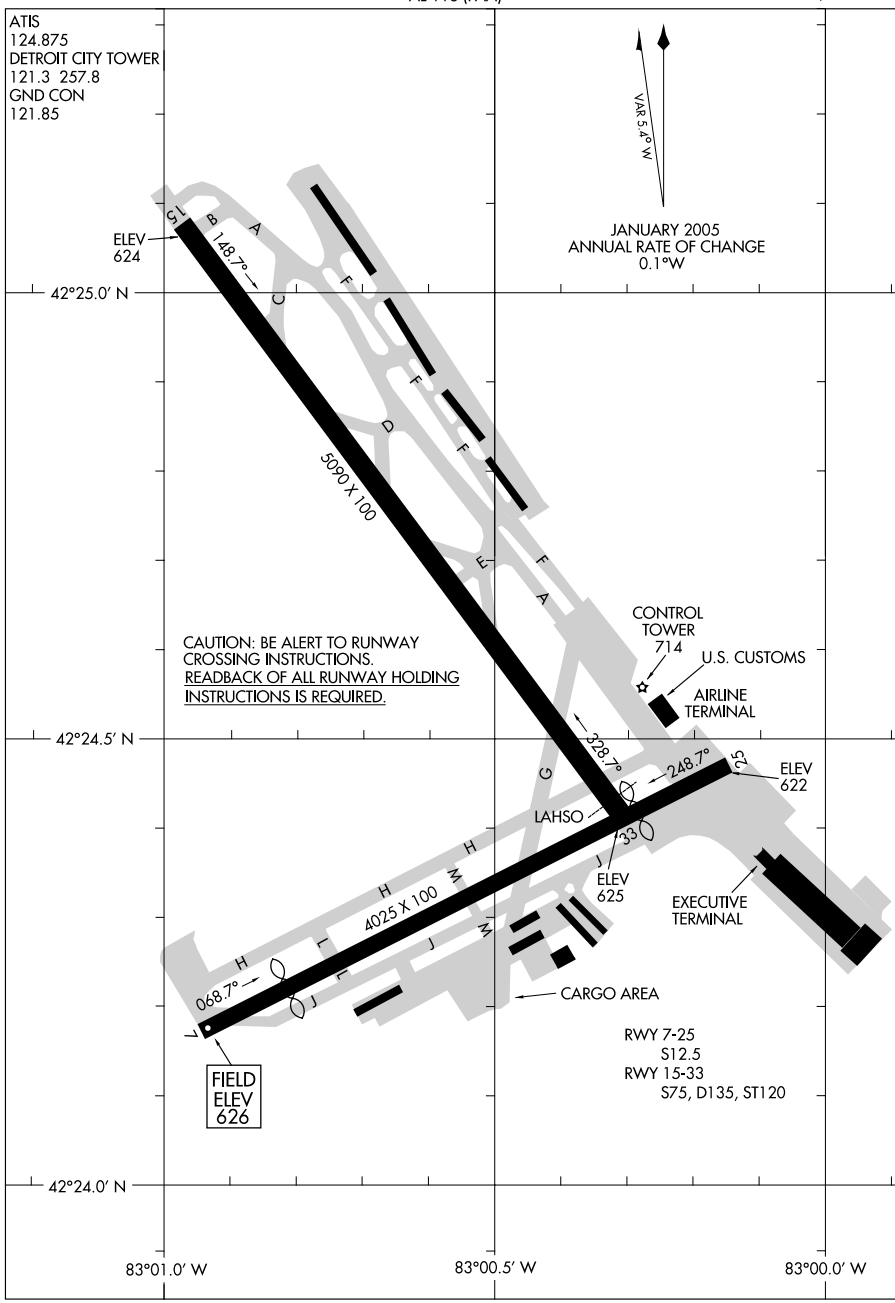
09295
AIRPORT DIAGRAM
AL-710 (FAA)
DECATUR (DEC)
DECATUR, ILLINOIS
FIELD ELEV 682
ELEV 679
ELEV 678
ELEV 672
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
VAR 1.6° W
RWY 06-24, 12-30
S75, D200, ST175, DT245
RWY 18-36
S75, D115, ST146, DT180
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
8496 X 150
6799 X 150
5299 X 150
240.7°
300.7°
120.7°
060.7°
180.7°
000.7°
LAHSO
CARGO RAMP
ARNG PARKING
CONTROL TOWER 752
FIRE STATION
ATIS 126.35
DECATUR TOWER 118.9 392.1
GND CON 121.75 392.1
39° 50.5′ N
39° 50.0′ N
39° 49.5′ N
88° 51.0′ W
88° 51.5′ W
88° 52.0′ W
88° 52.5′ W
88° 53.0′ W
AIRPORT DIAGRAM
09295
DECATUR, ILLINOIS
DECATUR (DEC)

09015

AIRPORT DIAGRAM

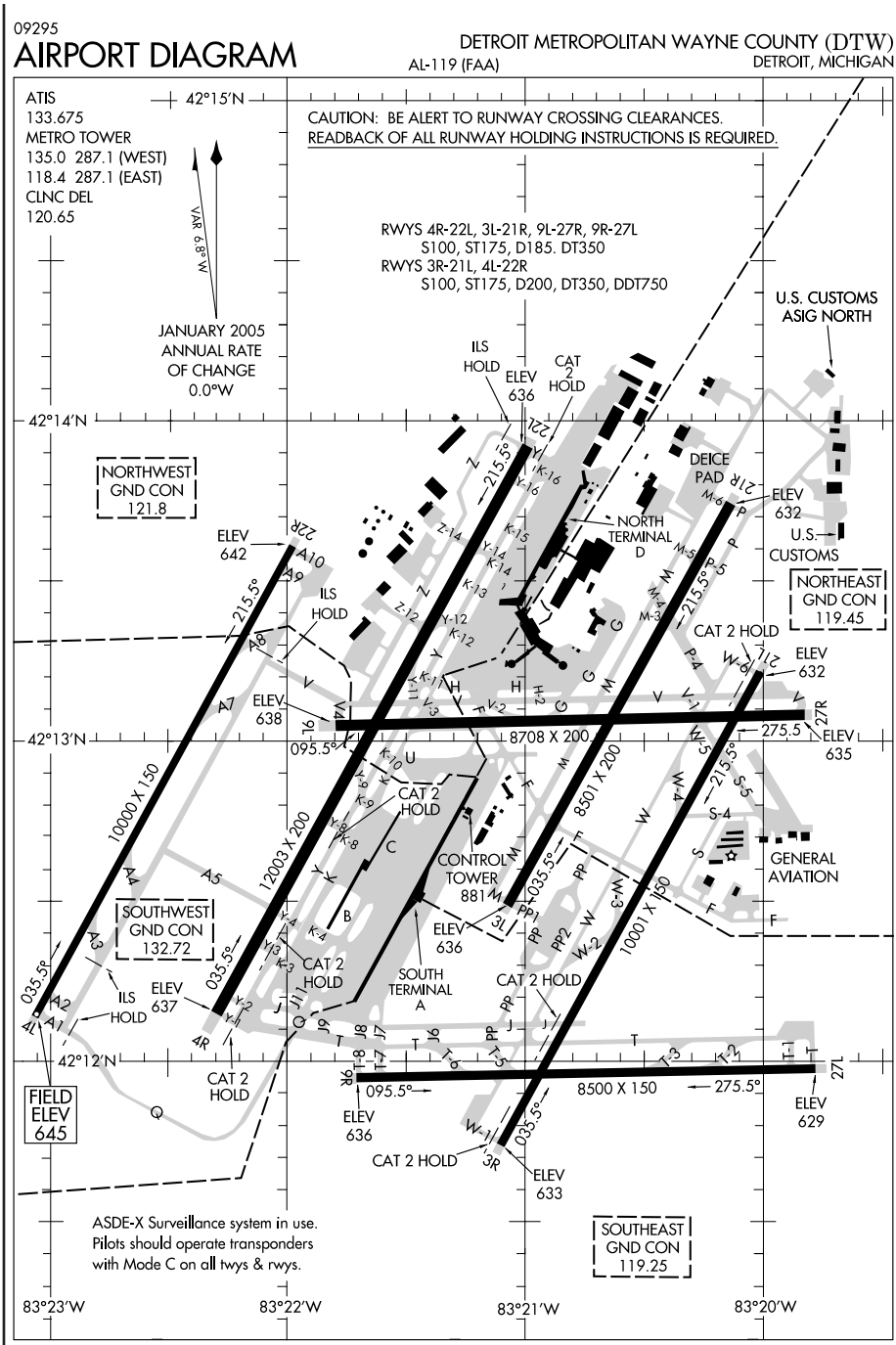
DETROIT/ COLEMAN A. YOUNG MUNI (DET)
DETROIT, MICHIGAN

AL-118 (FAA)



AIRPORT DIAGRAM
09015

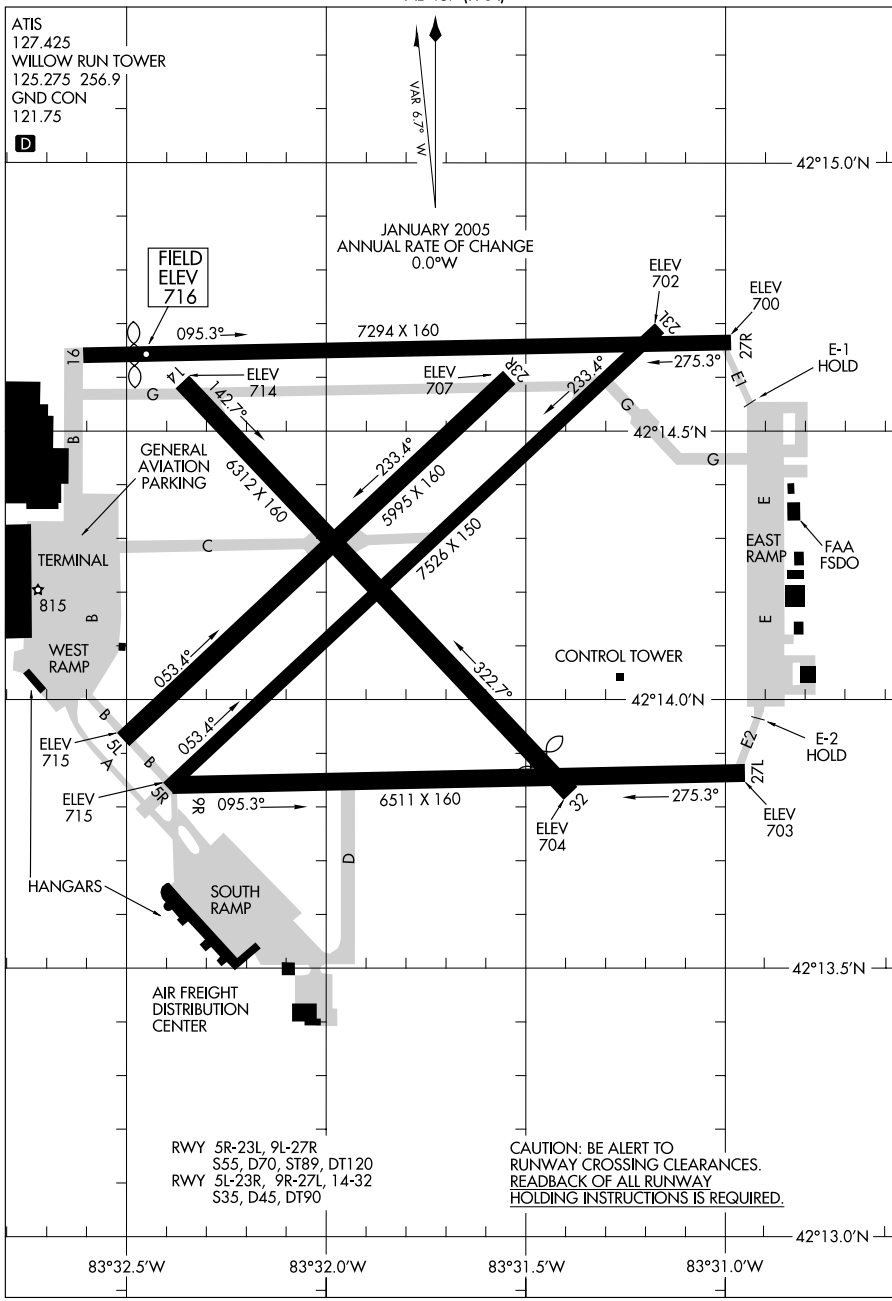
DETROIT, MICHIGAN
DETROIT/ COLEMAN A. YOUNG MUNI (DET)


09295
AIRPORT DIAGRAM
DETROIT METROPOLITAN WAYNE COUNTY (DTW)
AL-119 (FAA)
DETROIT, MICHIGAN
ATIS
133.675
METRO TOWER
135.0 287.1 (WEST)
118.4 287.1 (EAST)
CLNC DEL
120.65
42°15'N
VAR 6.8°W
JANUARY 2005
ANNUAL RATE
OF CHANGE
0.0°W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RWYS 4R-22L, 3L-21R, 9L-27R, 9R-27L
S100, ST175, D185. DT350
RWYS 3R-21L, 4L-22R
S100, ST175, D200, DT350, DDT750
U.S. CUSTOMS
ASIG NORTH
ILS
HOLD
ELEV
636
CAT
2
HOLD
42°14'N
NORTHWEST
GND CON
121.8
DEICE
PAD
ELEV
632
U.S.
CUSTOMS
NORTH
TERMINAL
D
NORTHEAST
GND CON
119.45
ELEV
642
ILS
HOLD
CAT 2 HOLD
ELEV
632
ELEV
638
8708 X 200
275.5°
ELEV
635
095.5°
42°13'N
10000 X 150
12003 X 200
8501 X 200
CAT 2
HOLD
CONTROL
TOWER
881
GENERAL
AVIATION
SOUTHWEST
GND CON
132.72
035.5°
ELEV
636
10001 X 150
ILS
HOLD
ELEV
637
CAT 2
HOLD
SOUTH
TERMINAL
A
CAT 2 HOLD
FIELD
ELEV
645
42°12'N
CAT 2
HOLD
095.5°
8500 X 150
275.5°
ELEV
636
ELEV
629
CAT 2 HOLD
ELEV
633
ASDE-X Surveillance system in use.
Pilots should operate transponders
with Mode C on all twys & rwys.
SOUTHEAST
GND CON
119.25
83°23'W
83°22'W
83°21'W
83°20'W
AIRPORT DIAGRAM
09295
DETROIT, MICHIGAN
DETROIT METROPOLITAN WAYNE COUNTY (DTW)

09295

AIRPORT DIAGRAM

DETROIT/ WILLOW RUN (YIP)
DETROIT, MICHIGAN

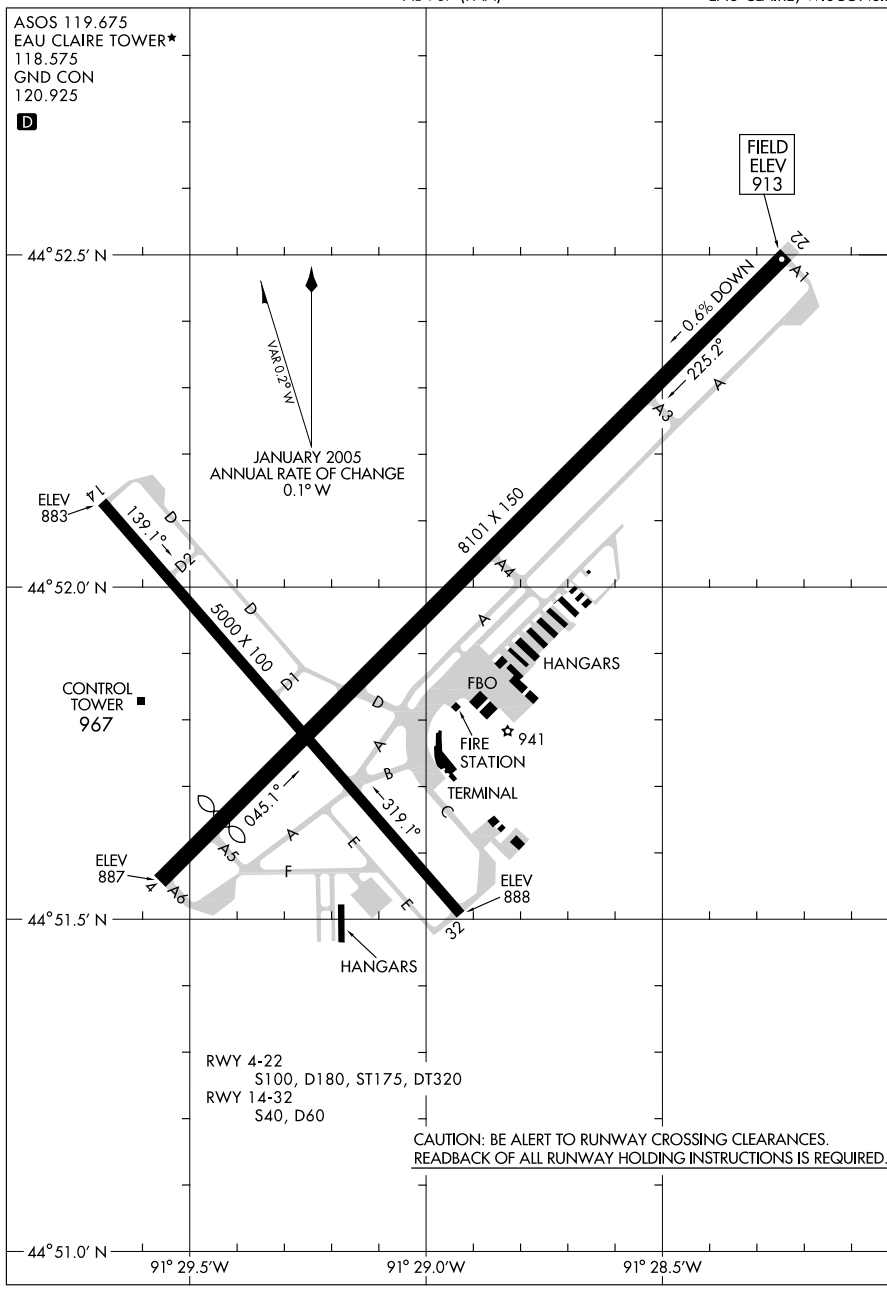


AIRPORT DIAGRAM
09295
DETROIT, MICHIGAN
DETROIT/ WILLOW RUN (YIP)

09071

AIRPORT DIAGRAM

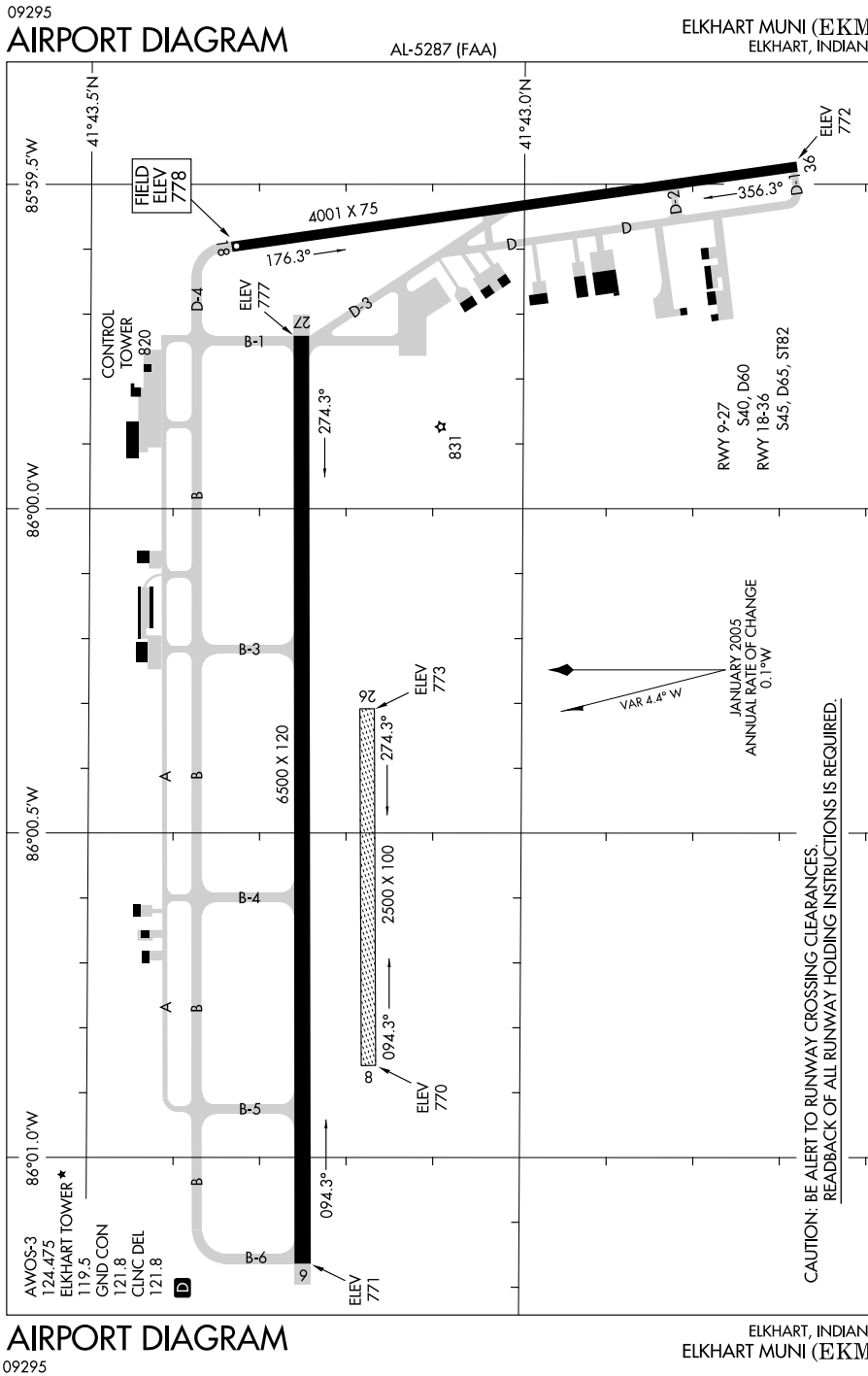
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)
AL-937 (FAA)
EAU CLAIRE, WISCONSIN



AIRPORT DIAGRAM

09071

EAU CLAIRE, WISCONSIN
EAU CLAIRE/CHIPPEWA VALLEY RGNL (EAU)

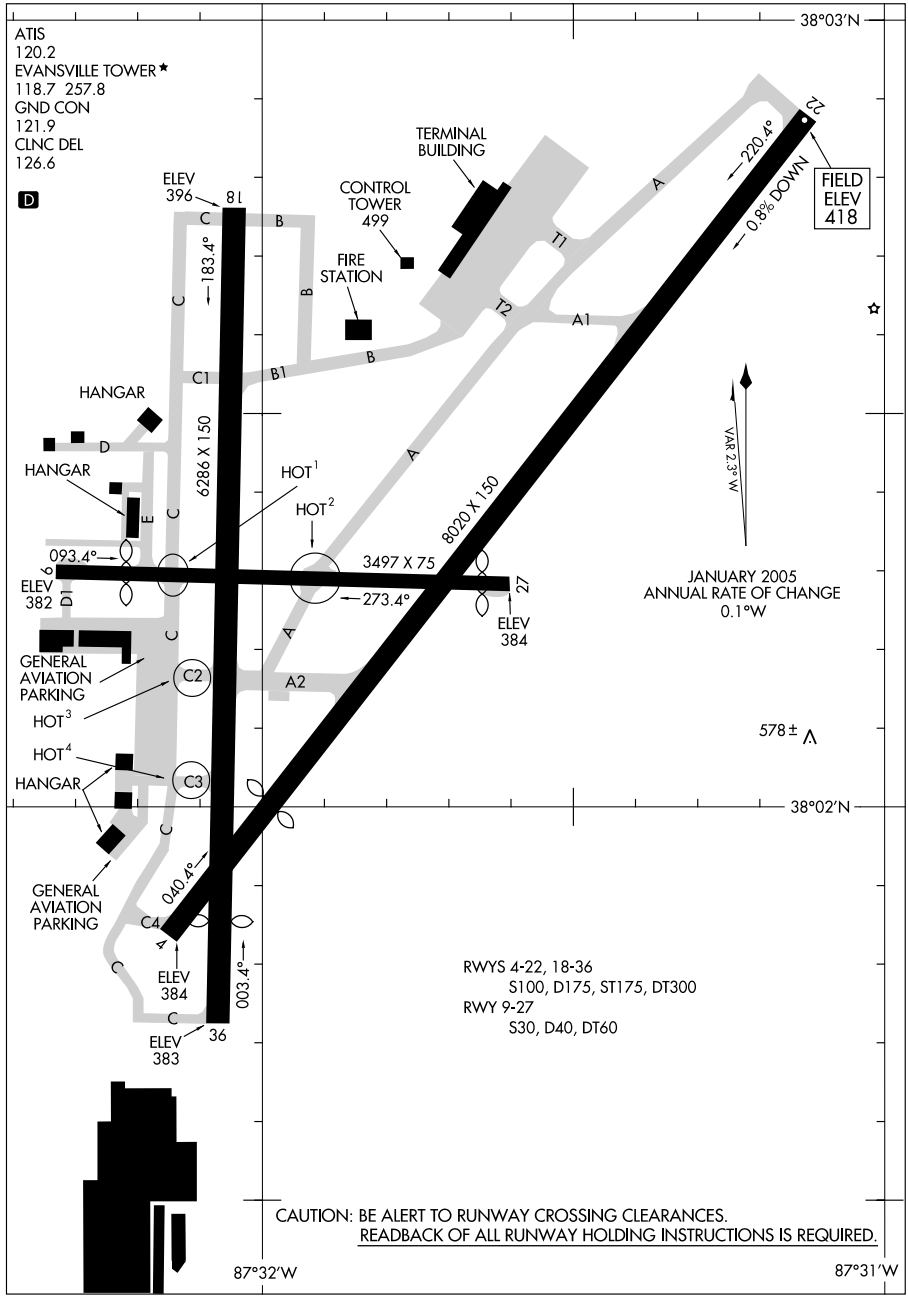

09295
AIRPORT DIAGRAM
AL-5287 (FAA)
ELKHART MUNI (EKM)
ELKHART, INDIANA
41°43.5'N
41°43.0'N
85°59.5'W
86°00.0'W
86°00.5'W
86°01.0'W
FIELD ELEV 778
4001 X 75
176.3°
356.3°
ELEV 772
ELEV 777
CONTROL TOWER 820
274.3°
831
RWY 9-27 S40, D60
RWY 18-36 S45, D65, ST82
6500 X 120
2500 X 100
094.3°
ELEV 773
ELEV 770
ELEV 771
VAR 4.4° W
JANUARY 2005
ANNUAL RATE OF CHANGE 0.1°W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
AWOS-3 124.475
ELKHART TOWER★ 119.5
GND CON 121.8
CLNC DEL 121.8
AIRPORT DIAGRAM
09295
ELKHART, INDIANA
ELKHART MUNI (EKM)

09295

AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)
EVANSVILLE, INDIANA



AIRPORT DIAGRAM

09295

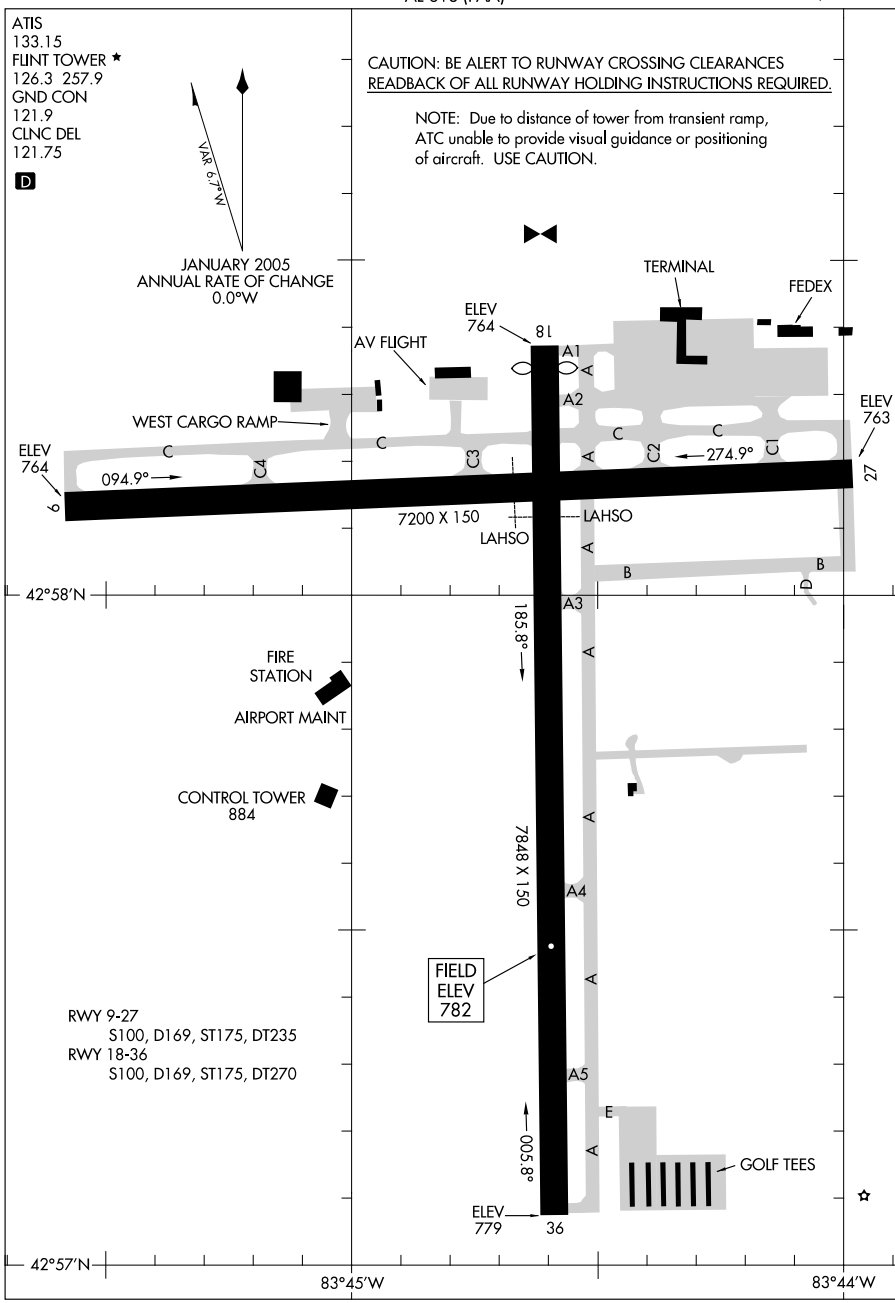
EVANSVILLE, INDIANA
EVANSVILLE RGNL (EVV)

09295

AIRPORT DIAGRAM

AL-618 (FAA)

FLINT / BISHOP INTL (FNT)
FLINT, MICHIGAN



AIRPORT DIAGRAM

09295

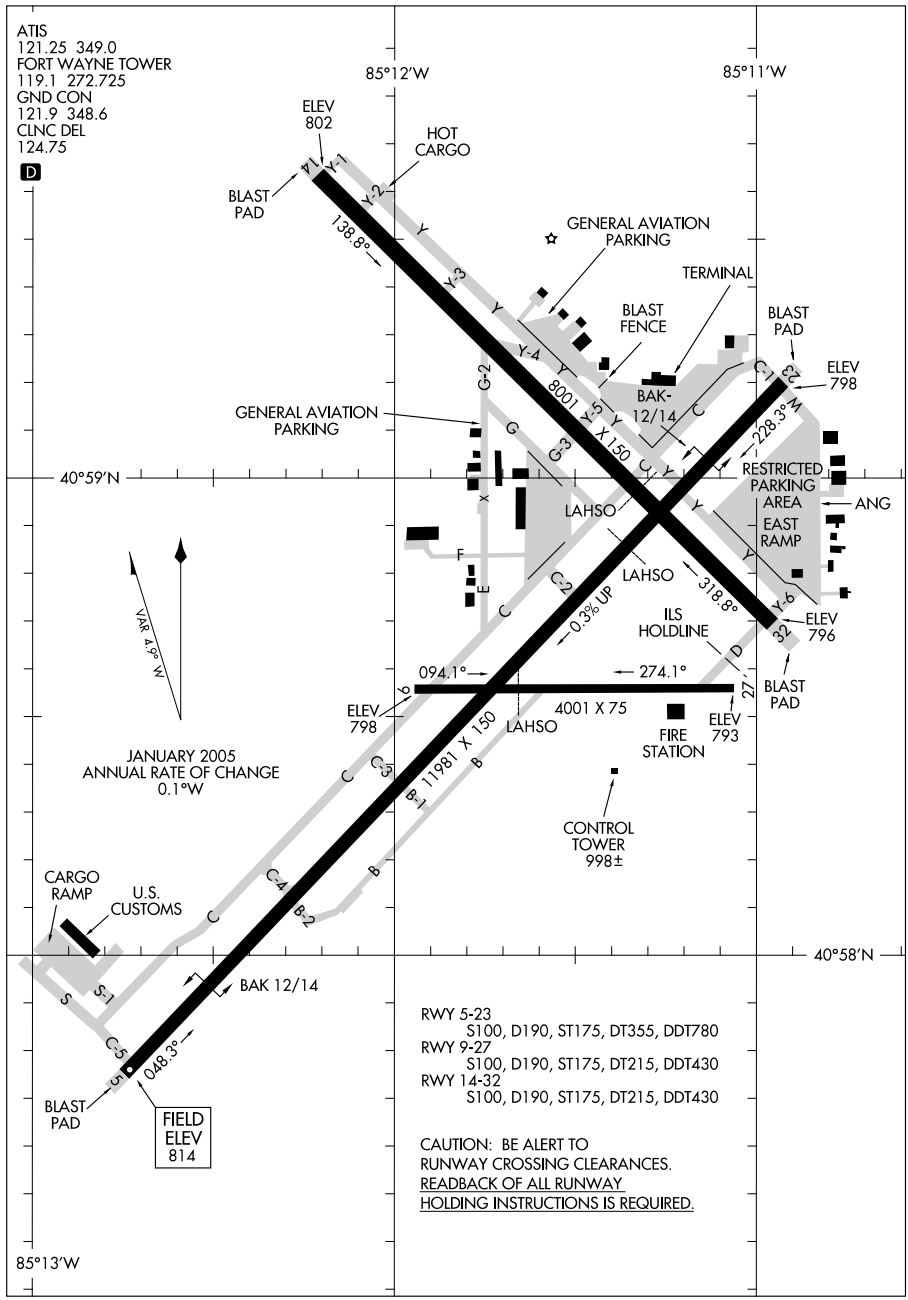
FLINT, MICHIGAN
FLINT / BISHOP INTL (FNT)

09295

AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)
FORT WAYNE, INDIANA



AIRPORT DIAGRAM

09295

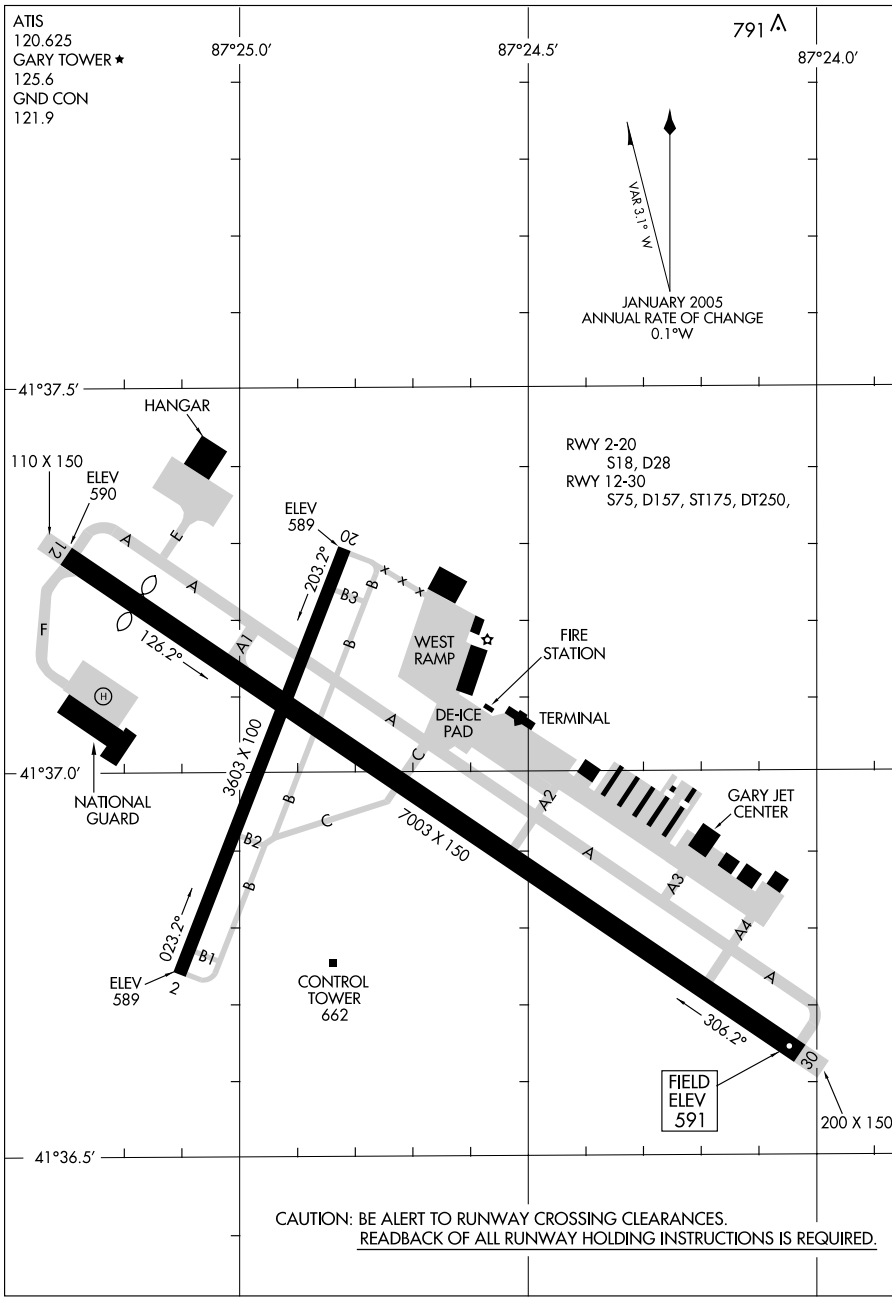
FORT WAYNE, INDIANA
FORT WAYNE INTL (FWA)

09015

AIRPORT DIAGRAM

AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA



AIRPORT DIAGRAM

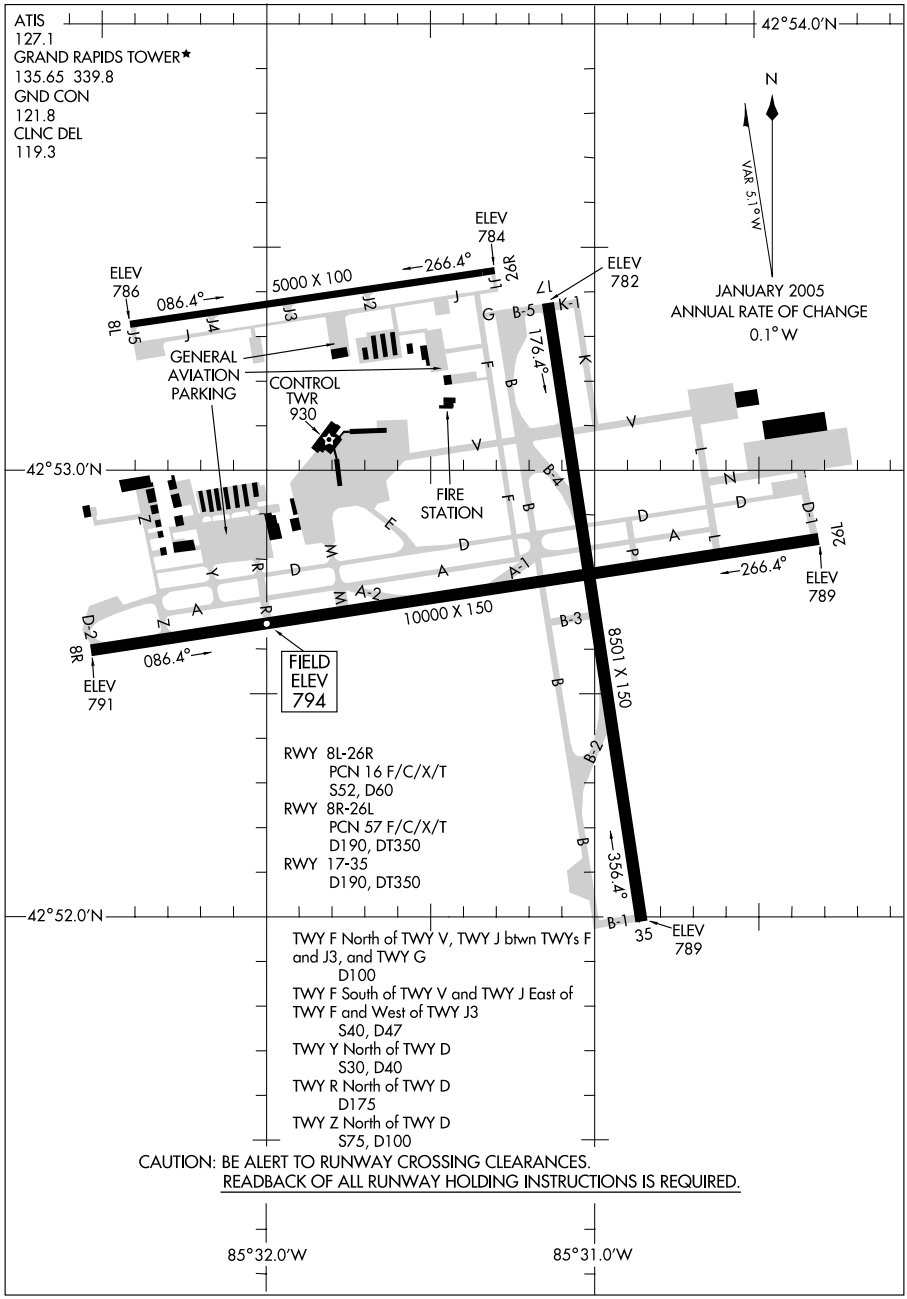
09015

GARY, INDIANA
GARY/CHICAGO INTL (GYY)

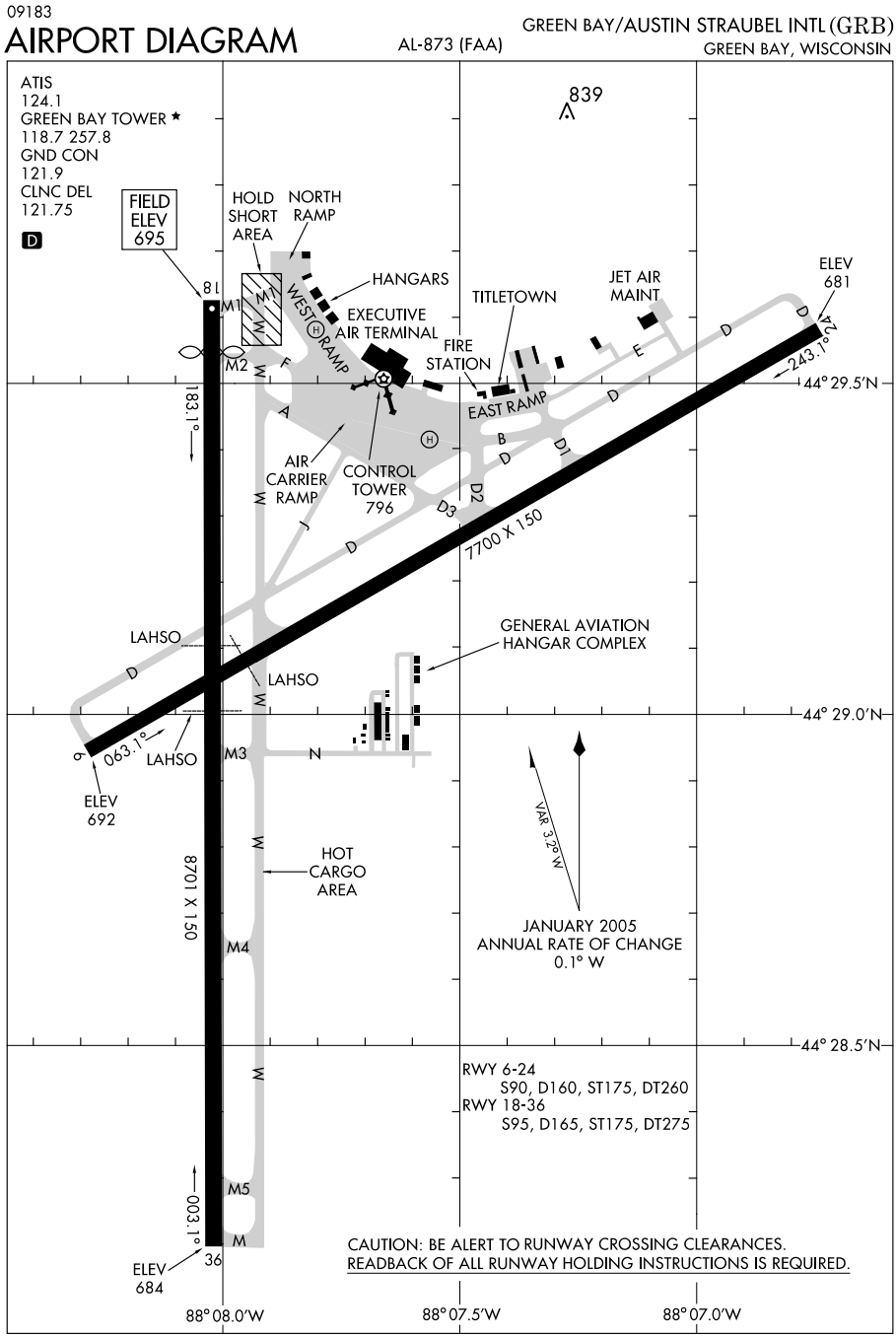
09183

AIRPORT DIAGRAM

GRAND RAPIDS / GERALD R. FORD INTL (GRR)
AL-5184 (FAA)
GRAND RAPIDS, MICHIGAN



AIRPORT DIAGRAM
09183
GRAND RAPIDS, MICHIGAN
GRAND RAPIDS / GERALD R. FORD INTL (GRR)


09183
AIRPORT DIAGRAM
AL-873 (FAA)
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)
GREEN BAY, WISCONSIN
ATIS
124.1
GREEN BAY TOWER ★
118.7 257.8
GND CON
121.9
CLNC DEL
121.75
D
FIELD ELEV 695
839
HOLD SHORT AREA
NORTH RAMP
HANGARS
WEST RAMP
EXECUTIVE AIR TERMINAL
FIRE STATION
TITLETOWN
JET AIR MAINT
ELEV 681
EAST RAMP
AIR CARRIER RAMP
CONTROL TOWER 796
7700 X 150
8L
M1
M2
24
243.1°
183.1°
44° 29.5'N
LAHSO
GENERAL AVIATION HANGAR COMPLEX
44° 29.0'N
063.1°
ELEV 692
M3
M4
M5
M
8701 X 150
HOT CARGO AREA
VAR 3.2°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
44° 28.5'N
RWY 6-24
S90, D160, ST175, DT260
RWY 18-36
S95, D165, ST175, DT275
003.1°
36
ELEV 684
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
88° 08.0'W
88° 07.5'W
88° 07.0'W
AIRPORT DIAGRAM
09183
GREEN BAY, WISCONSIN
GREEN BAY/AUSTIN STRAUBEL INTL (GRB)

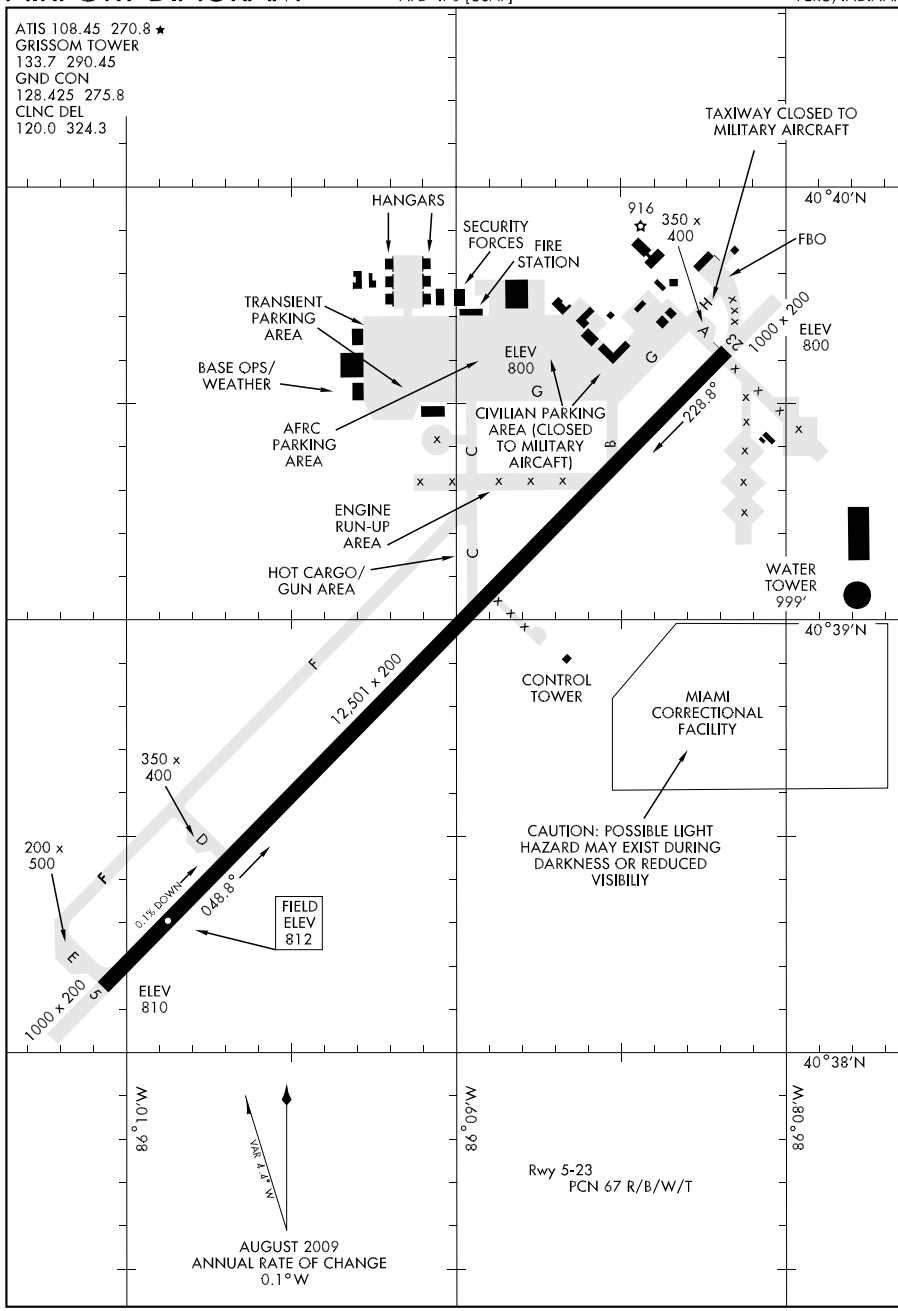
09239

AIRPORT DIAGRAM

GRISSOM ARB (KGUS)

AFD-470 [USAF]

PERU, INDIANA



AIRPORT DIAGRAM

PERU, INDIANA

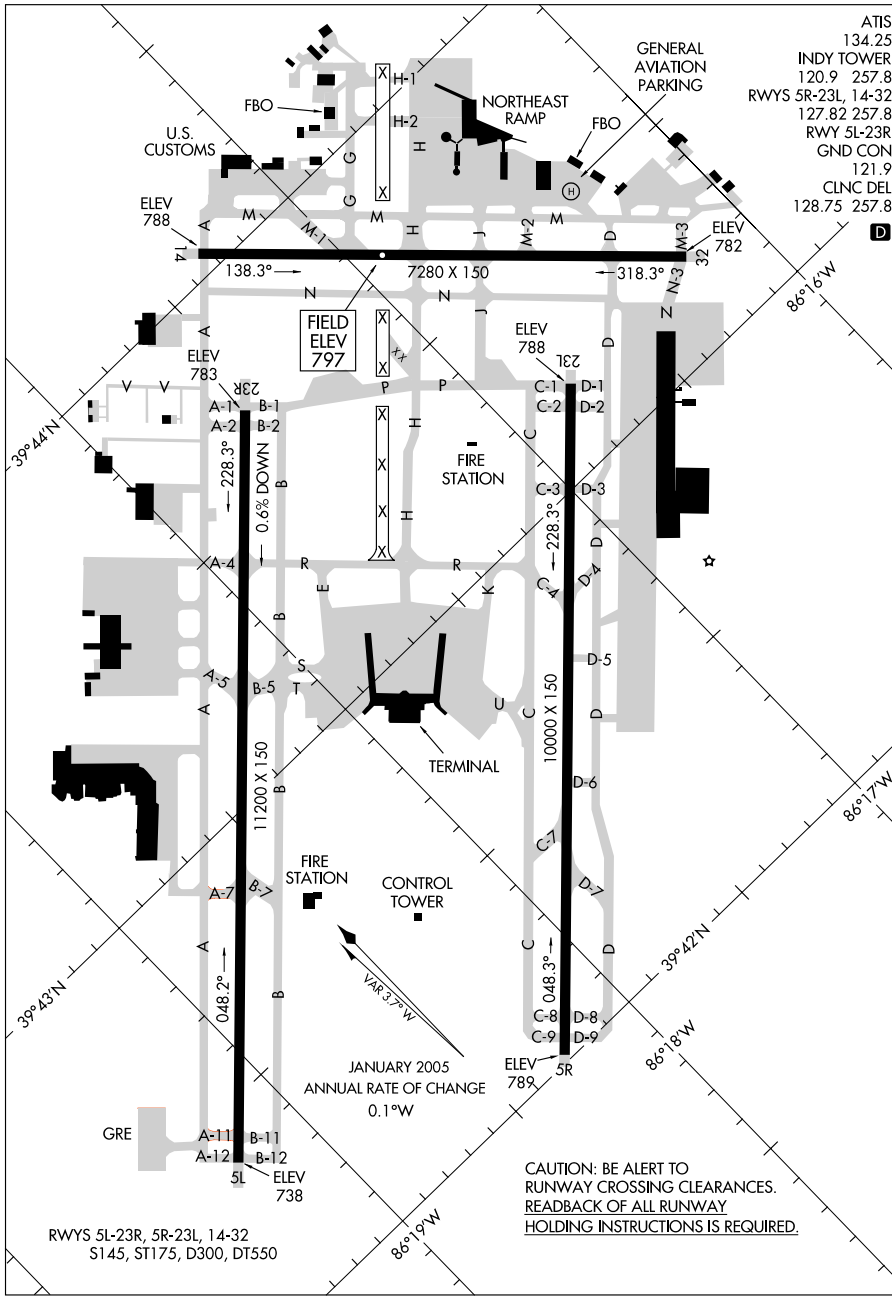
GRISSOM ARB (KGUS)

09295

AIRPORT DIAGRAM

AL-203 (FAA)

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA



AIRPORT DIAGRAM

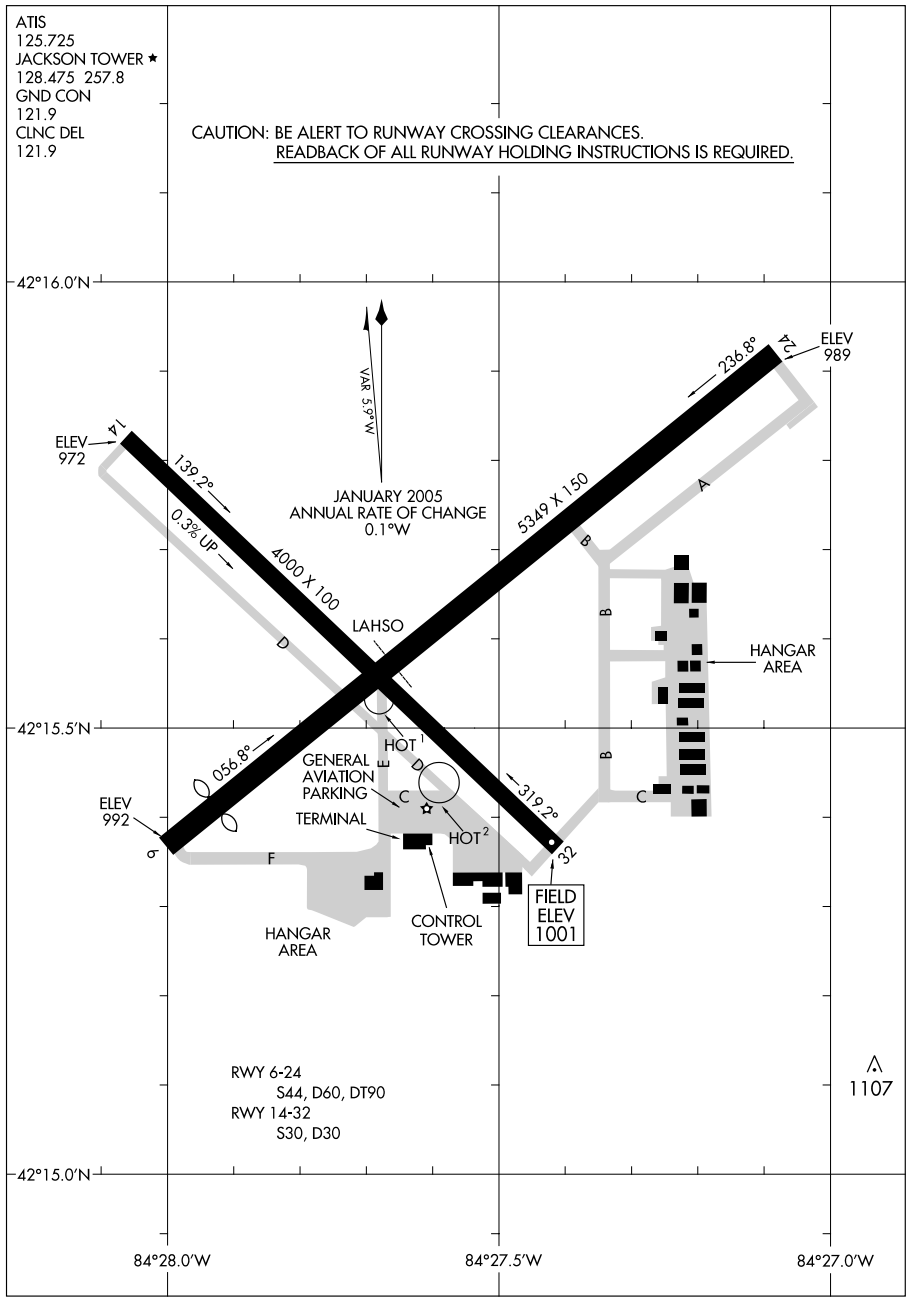
09295

INDIANAPOLIS, INDIANA
INDIANAPOLIS INTL (IND)

09295

AIRPORT DIAGRAM

JACKSON COUNTY-REYNOLDS FIELD (JXN)
AL-861 (FAA)
JACKSON, MICHIGAN



AIRPORT DIAGRAM

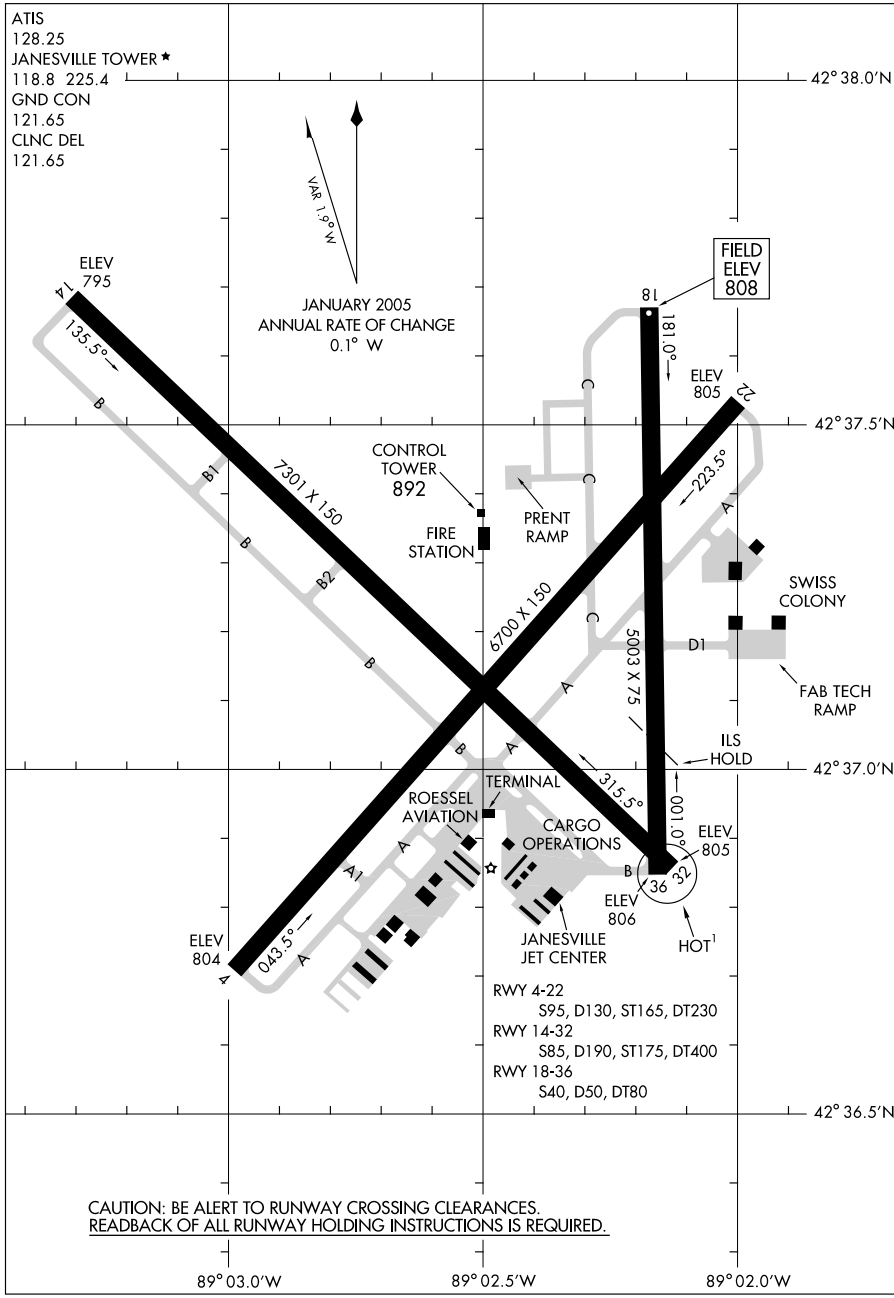
09295

JACKSON, MICHIGAN
JACKSON COUNTY-REYNOLDS FIELD (JXN)

09071

AIRPORT DIAGRAM

JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)
AL-938 (FAA)
JANESVILLE, WISCONSIN



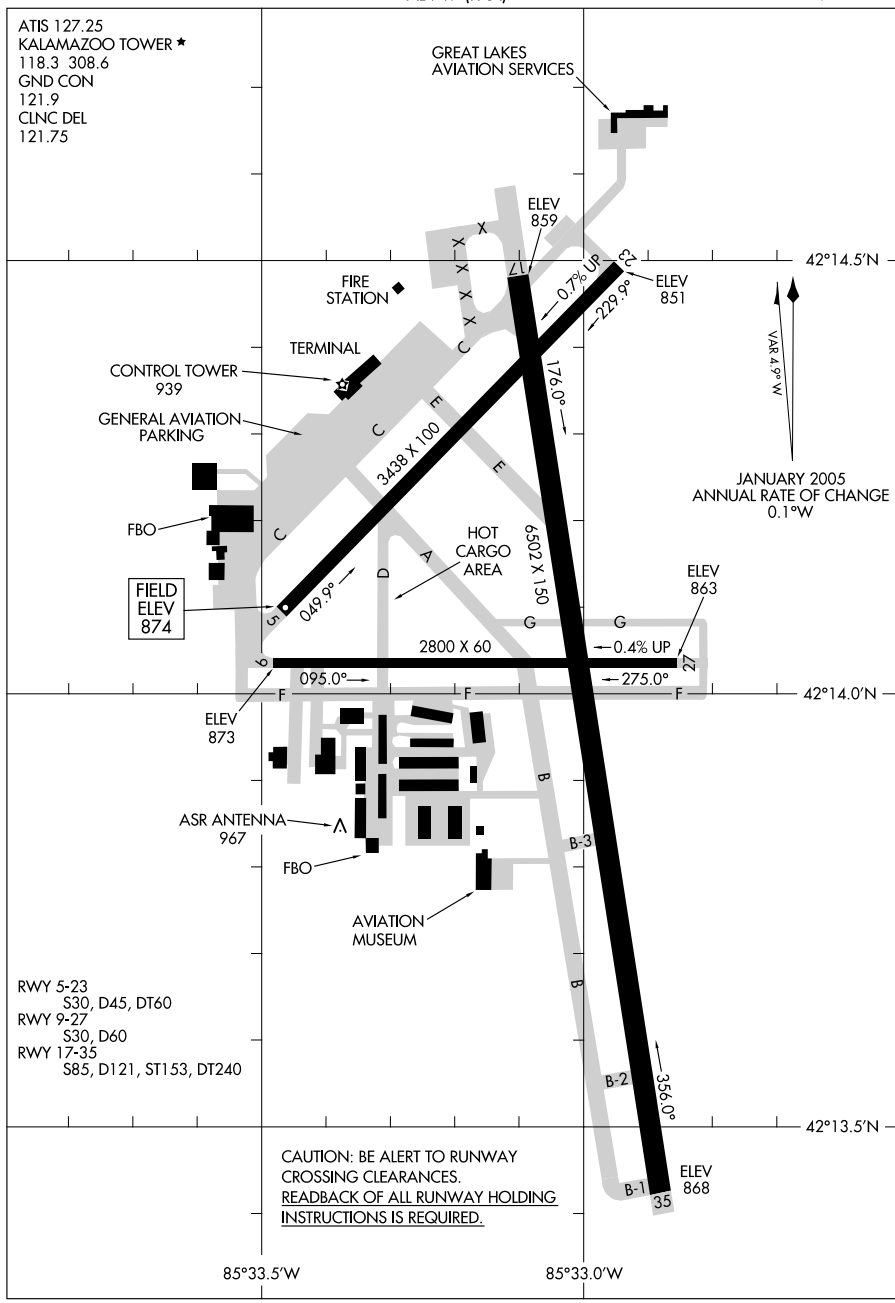
AIRPORT DIAGRAM
09071
JANESVILLE, WISCONSIN
JANESVILLE/SOUTHERN WISCONSIN RGNL (JVL)

08325

AIRPORT DIAGRAM

KALAMAZOO/ BATTLE CREEK INTL (AZO)
KALAMAZOO, MICHIGAN

AL-717 (FAA)



AIRPORT DIAGRAM

08325

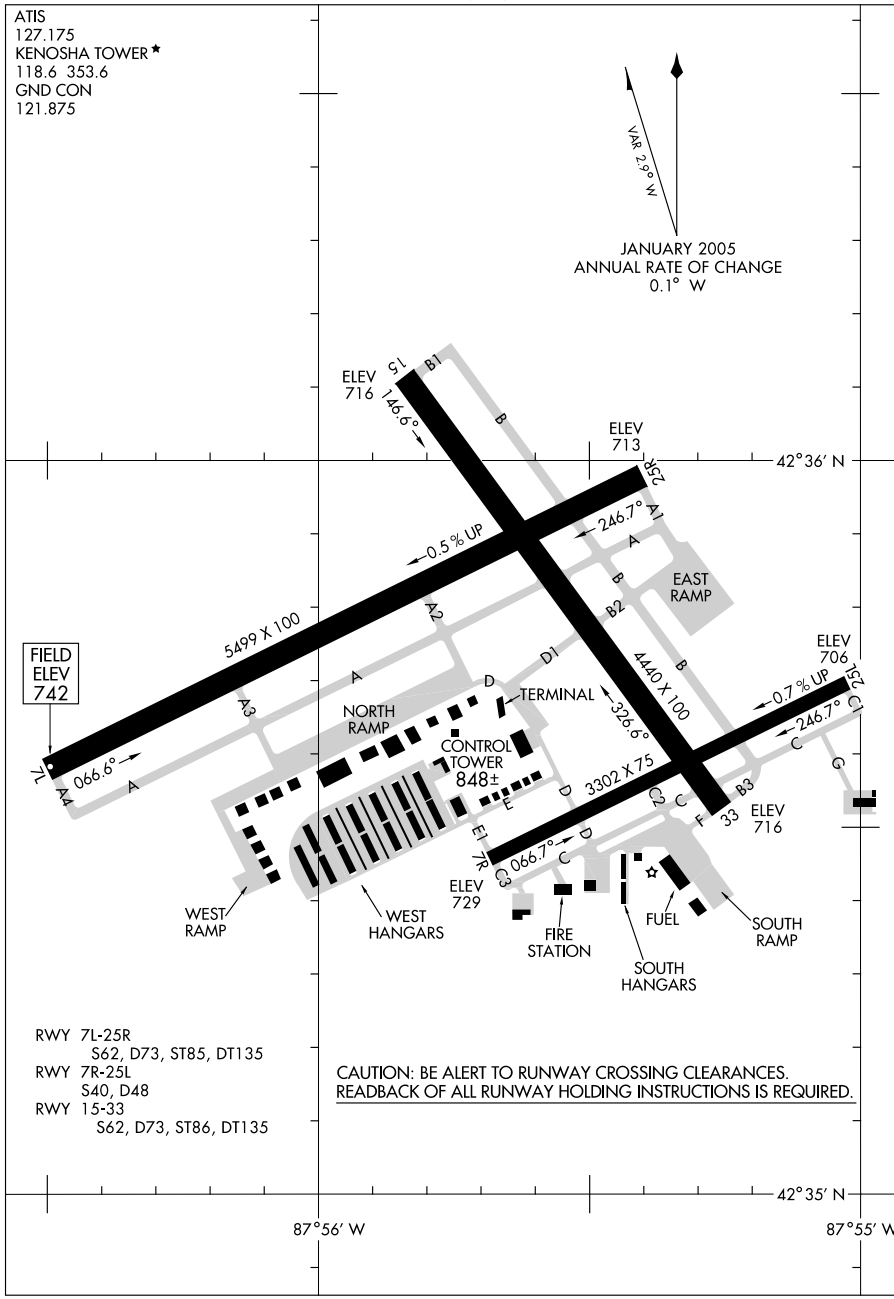
KALAMAZOO, MICHIGAN
KALAMAZOO/ BATTLE CREEK INTL (AZO)

09239

AIRPORT DIAGRAM

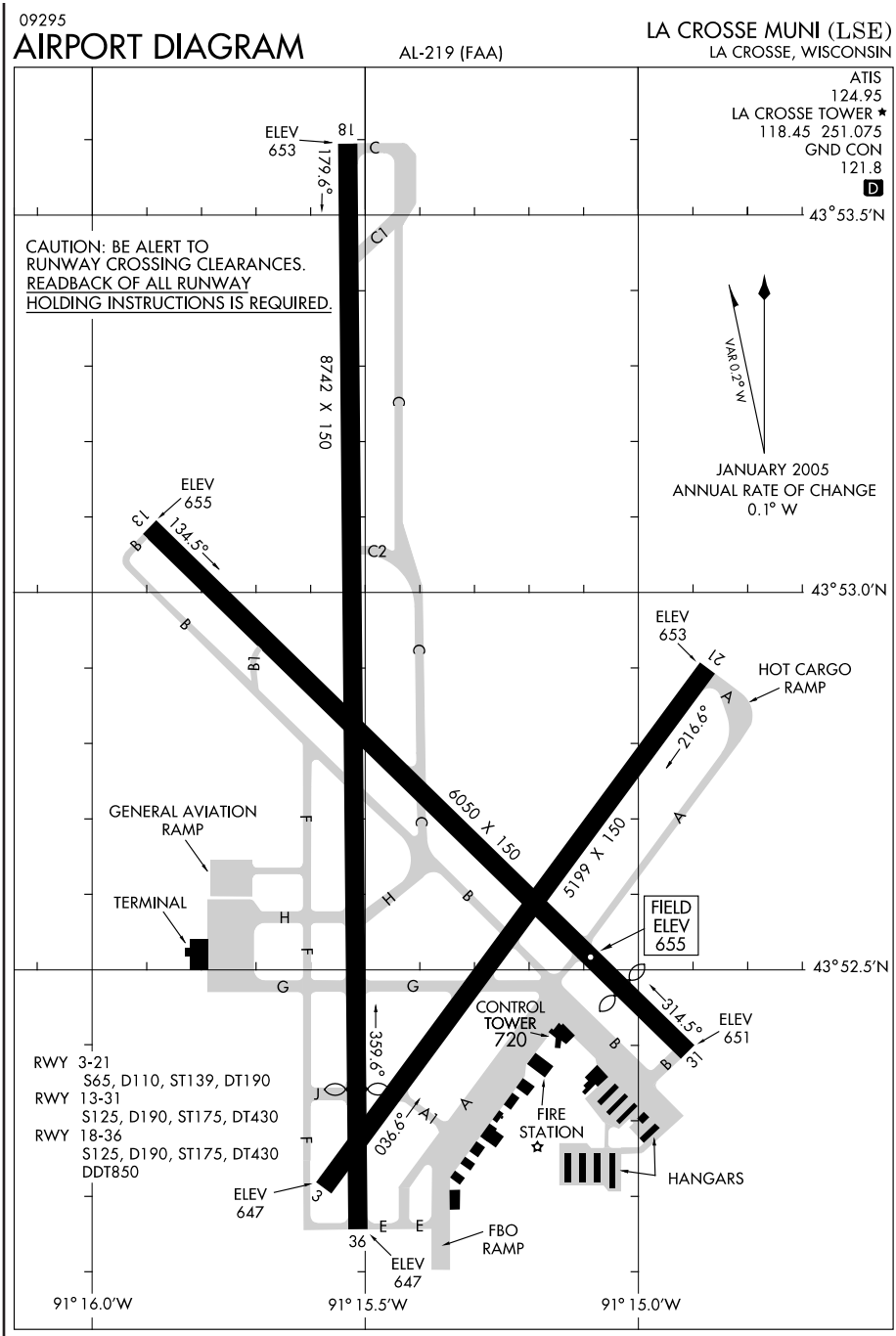
AL-5449 (FAA)

KENOSHA RGNL(ENW)
KENOSHA, WISCONSIN



AIRPORT DIAGRAM
09239

KENOSHA, WISCONSIN
KENOSHA RGNL(ENW)

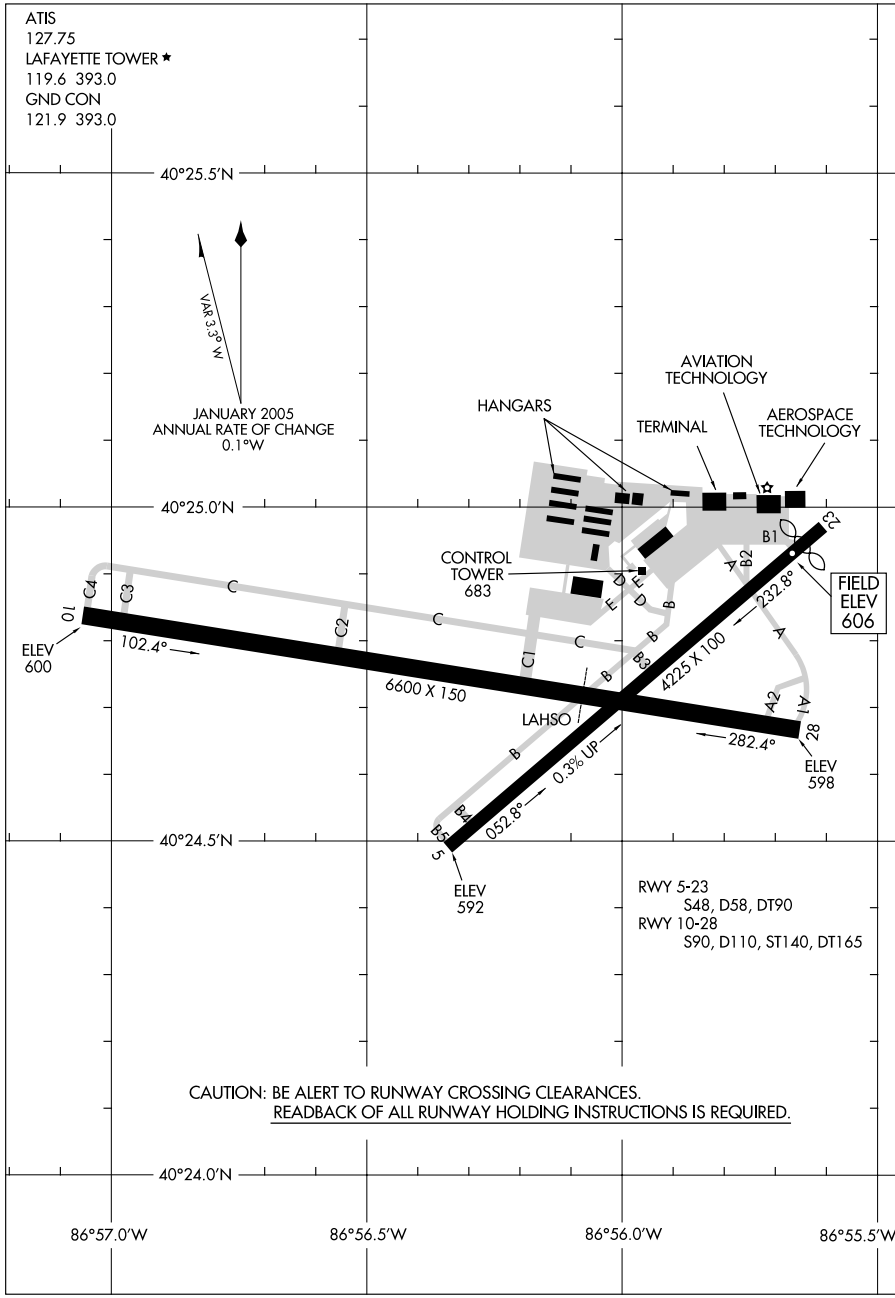

09295
AIRPORT DIAGRAM
AL-219 (FAA)
LA CROSSE MUNI (LSE)
LA CROSSE, WISCONSIN
ATIS
124.95
LA CROSSE TOWER
118.45 251.075
GND CON
121.8
D
43°53.5'N
CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.
ELEV
653
18
179.6°
C
C1
8742 X 150
C
C2
VAR 0.2° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
ELEV
655
13
134.5°
B
B
B1
43°53.0'N
ELEV
653
21
HOT CARGO
RAMP
A
216.6°
6050 X 150
5199 X 150
A
GENERAL AVIATION
RAMP
F
C
TERMINAL
H
H
B
FIELD
ELEV
655
F
43°52.5'N
G
G
CONTROL
TOWER
720
314.5°
ELEV
651
31
B
B
359.6°
J
RWY 3-21
S65, D110, ST139, DT190
RWY 13-31
S125, D190, ST175, DT430
RWY 18-36
S125, D190, ST175, DT430
DDT850
036.6°
A1
A
FIRE
STATION
F
HANGARS
ELEV
647
3
E
E
FBO
RAMP
36
ELEV
647
91°16.0'W
91°15.5'W
91°15.0'W
AIRPORT DIAGRAM
09295
LA CROSSE, WISCONSIN
LA CROSSE MUNI (LSE)

09071

AIRPORT DIAGRAM

LAFAYETTE/ PURDUE UNIVERSITY (LAF)
LAFAYETTE, INDIANA

AL-220 (FAA)



AIRPORT DIAGRAM

LAFAYETTE, INDIANA
LAFAYETTE/ PURDUE UNIVERSITY (LAF)

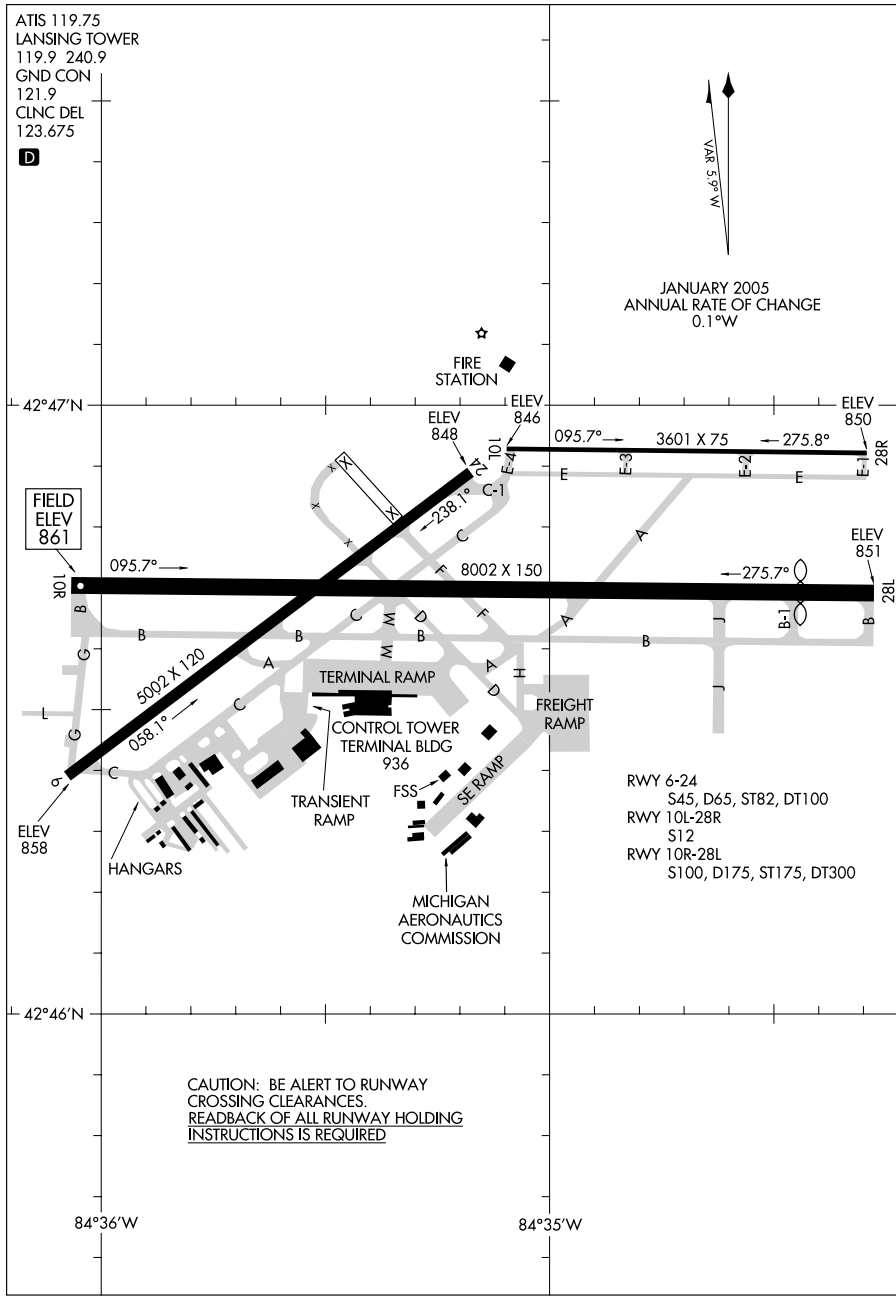
09071

08325

AIRPORT DIAGRAM

AL-224 (FAA)

LANSING/ CAPITAL CITY (LAN)
LANSING, MICHIGAN



AIRPORT DIAGRAM

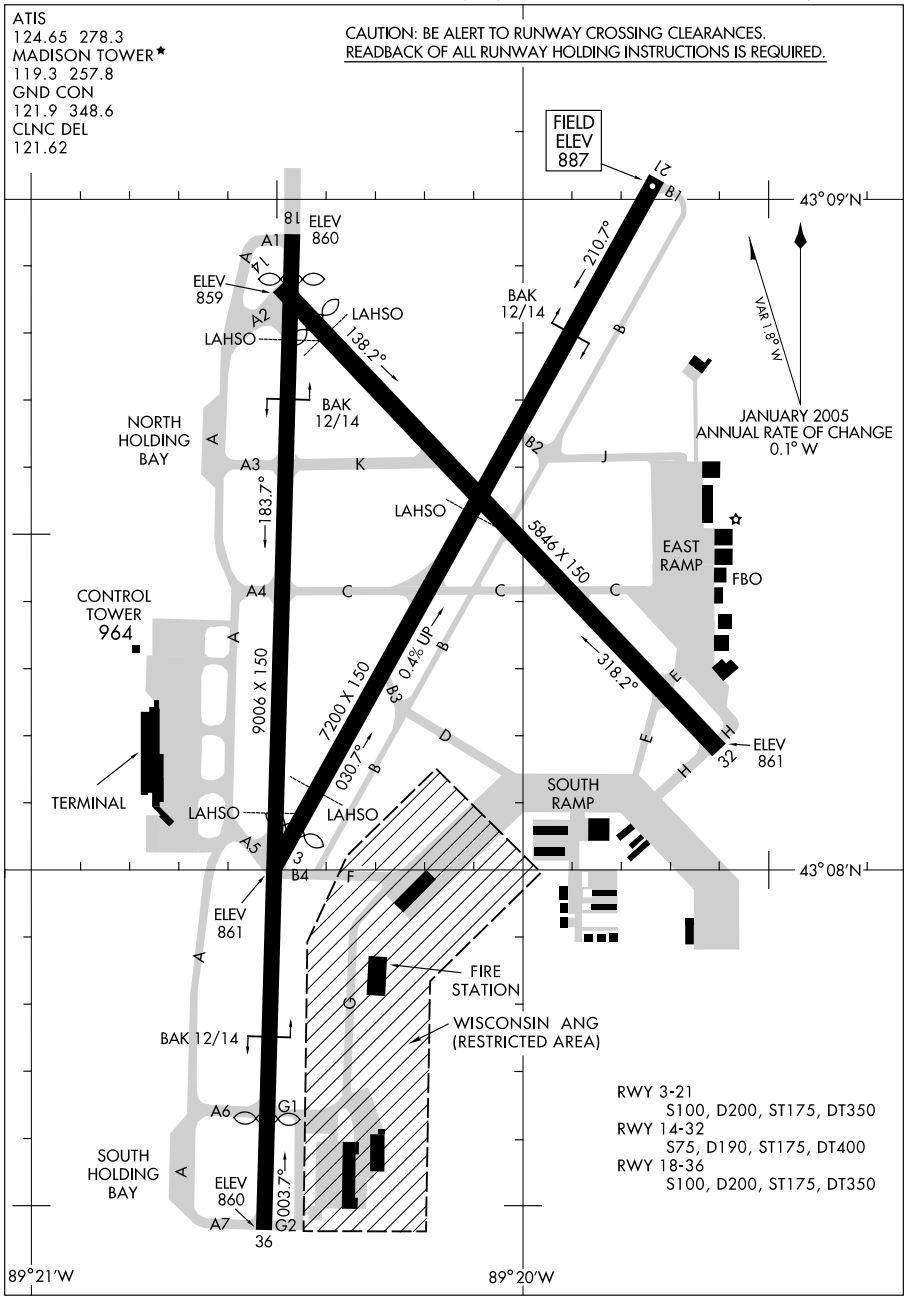
08325

LANSING, MICHIGAN
LANSING/ CAPITAL CITY (LAN)

09295

AIRPORT DIAGRAM

MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)
AL-245 (FAA)
MADISON, WISCONSIN



AIRPORT DIAGRAM

09295

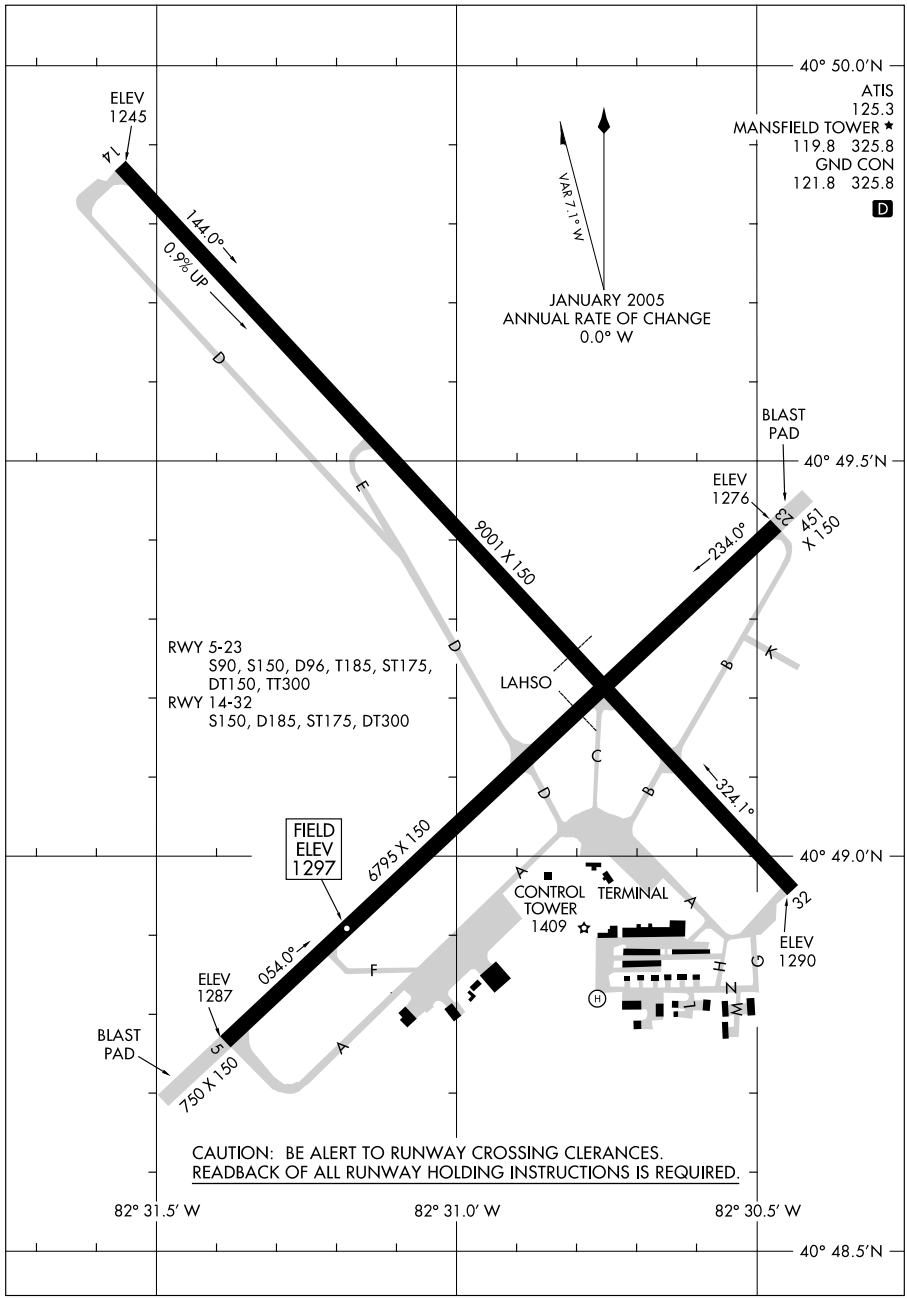
MADISON, WISCONSIN
MADISON/DANE COUNTY RGNL TRUAX FIELD (MSN)

09295

AIRPORT DIAGRAM

AL-860 (FAA)

MANSFIELD LAHM RGNL (MFD)
MANSFIELD, OHIO



AIRPORT DIAGRAM

09295

MANSFIELD, OHIO
MANSFIELD LAHM RGNL (MFD)

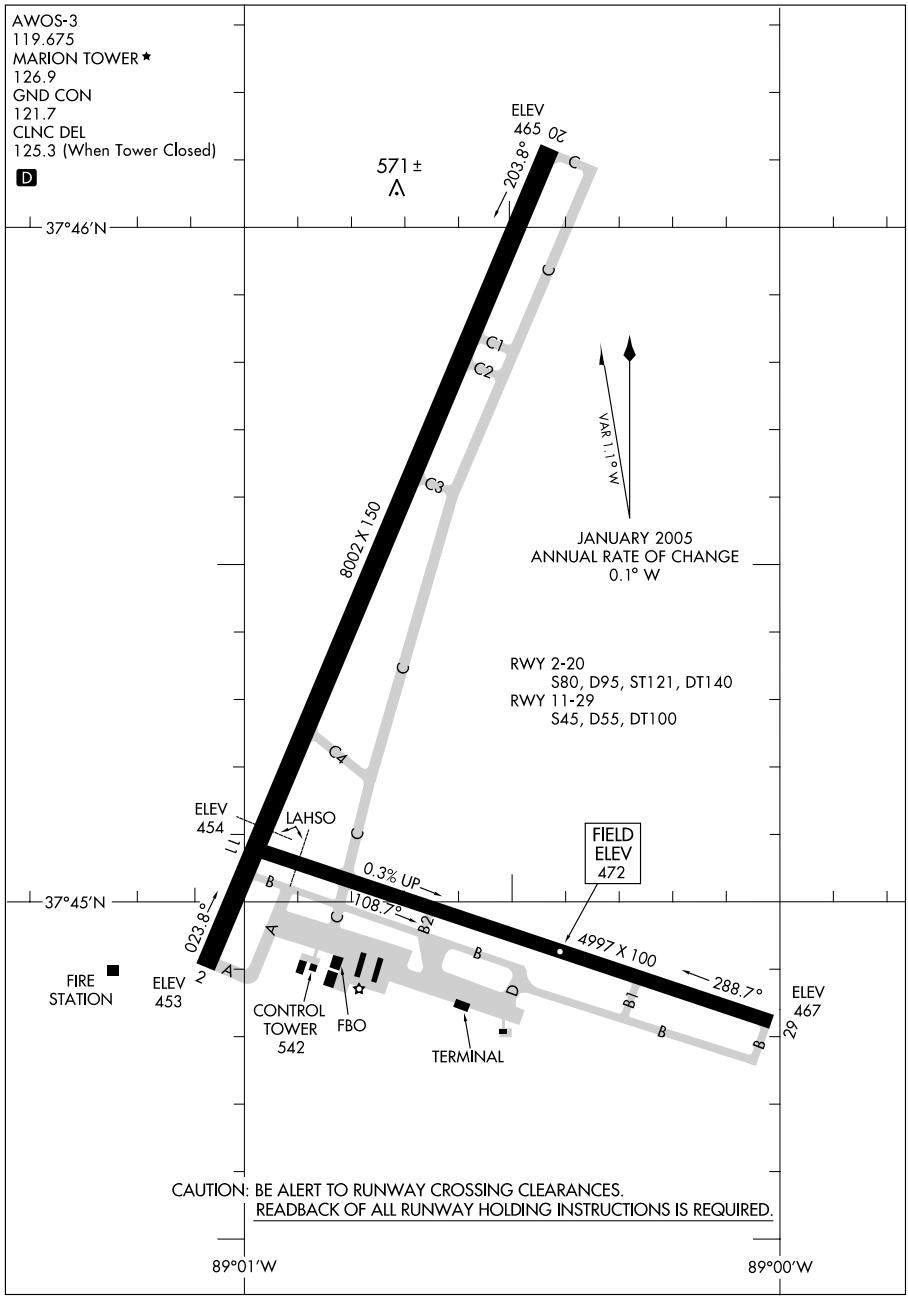
09295

AIRPORT DIAGRAM

MARION/WILLIAMSON COUNTY RGNL (MWA)

AL-5215 (FAA)

MARION, ILLINOIS



AIRPORT DIAGRAM

09295

MARION, ILLINOIS

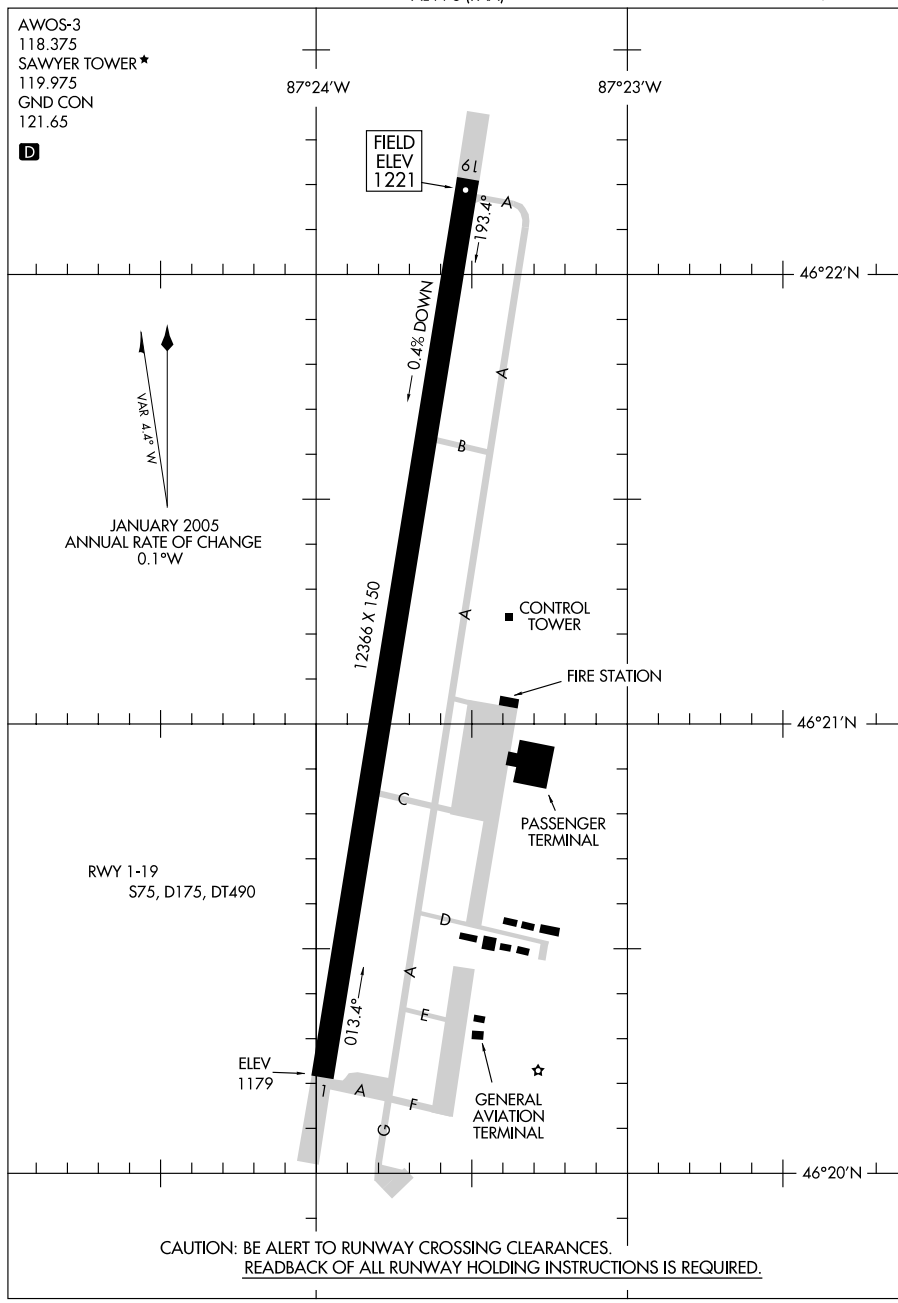
MARION/WILLIAMSON COUNTY RGNL (MWA)

09295

AIRPORT DIAGRAM

MARQUETTE/ SAWYER INTL (SAW)
MARQUETTE, MICHIGAN

AL-773 (FAA)



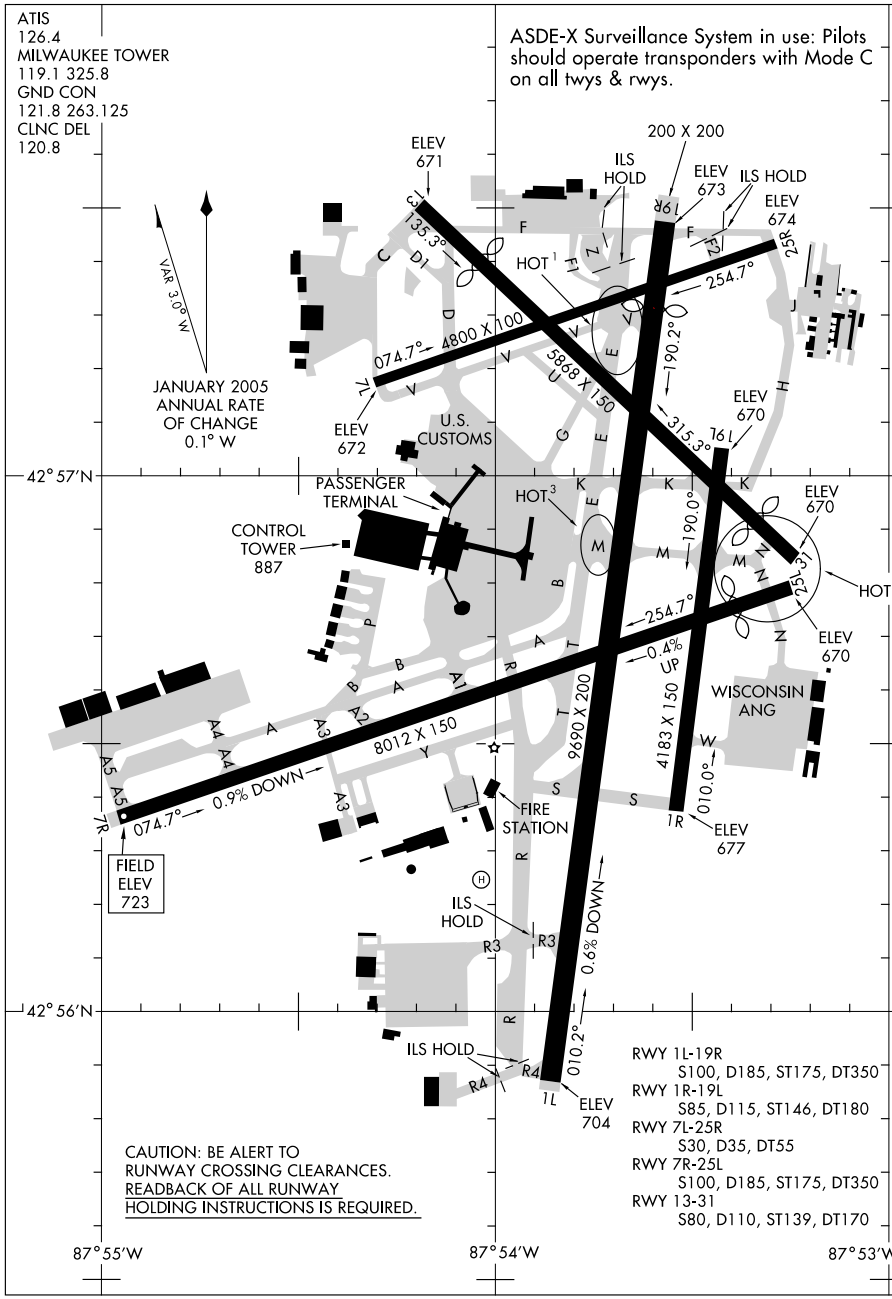
AIRPORT DIAGRAM
09295
MARQUETTE, MICHIGAN
MARQUETTE/ SAWYER INTL (SAW)

09295

AIRPORT DIAGRAM

AL-262 (FAA)

MILWAUKEE/GENERAL MITCHELL INTL (MKE)
MILWAUKEE, WISCONSIN



AIRPORT DIAGRAM

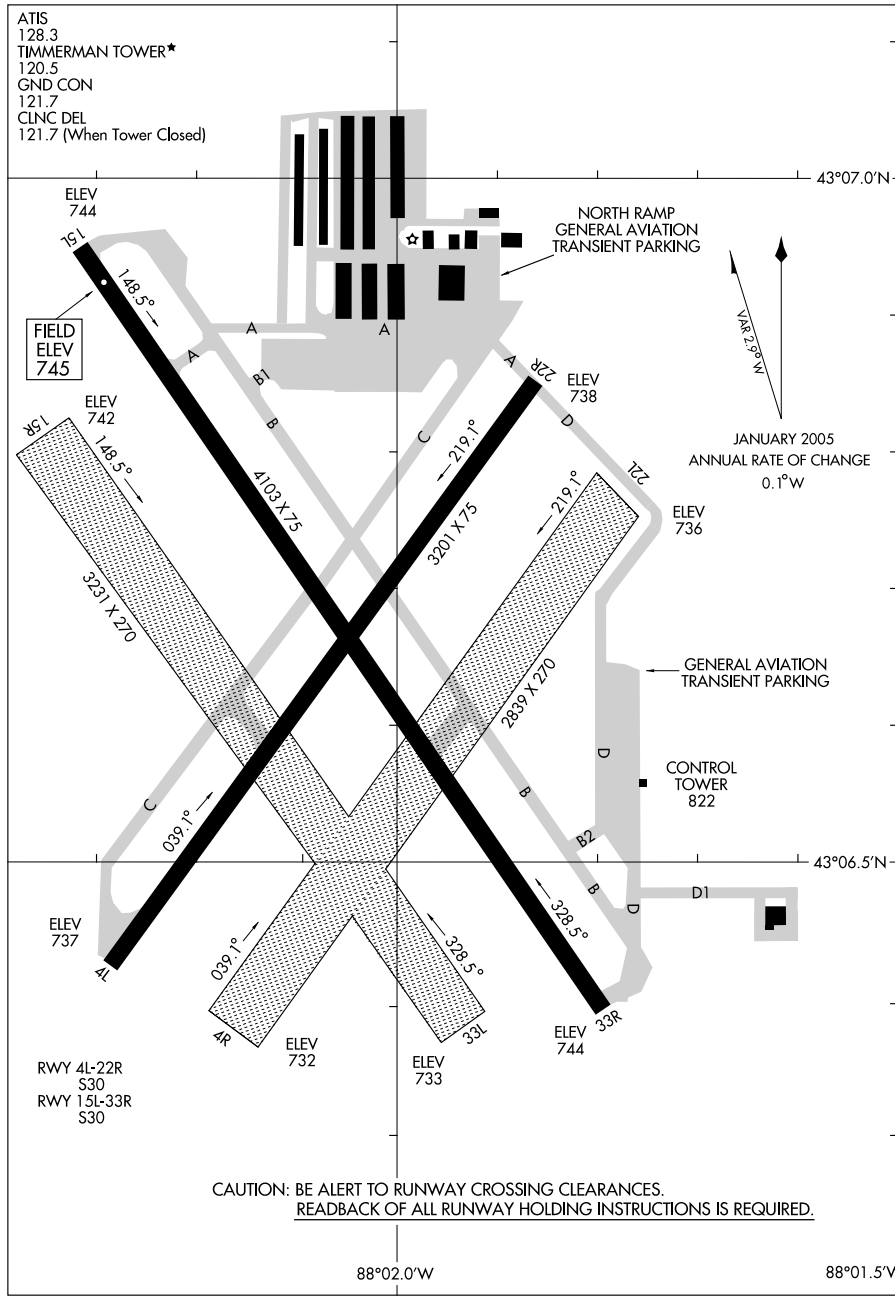
09295

MILWAUKEE, WISCONSIN
MILWAUKEE/GENERAL MITCHELL INTL (MKE)

09295

AIRPORT DIAGRAM

MILWAUKEE/ LAWRENCE J. TIMMERMAN(MWC)
AL-5077 (FAA)
MILWAUKEE, WISCONSIN



AIRPORT DIAGRAM

MILWAUKEE, WISCONSIN
MILWAUKEE/ LAWRENCE J. TIMMERMAN(MWC)

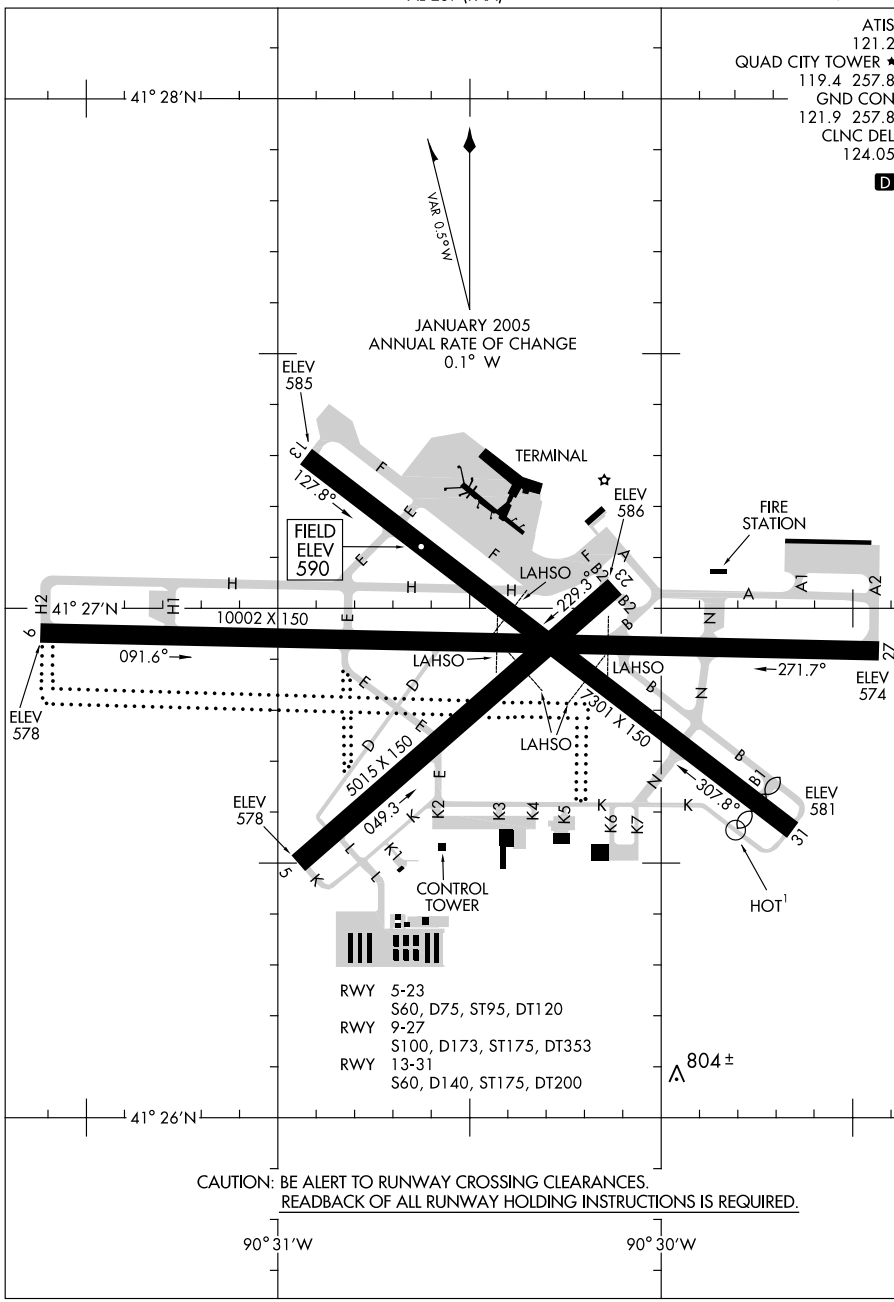
09295

09295

AIRPORT DIAGRAM

AL-269 (FAA)

MOLINE/QUAD CITY INTL (MLI)
MOLINE, ILLINOIS



AIRPORT DIAGRAM

09295

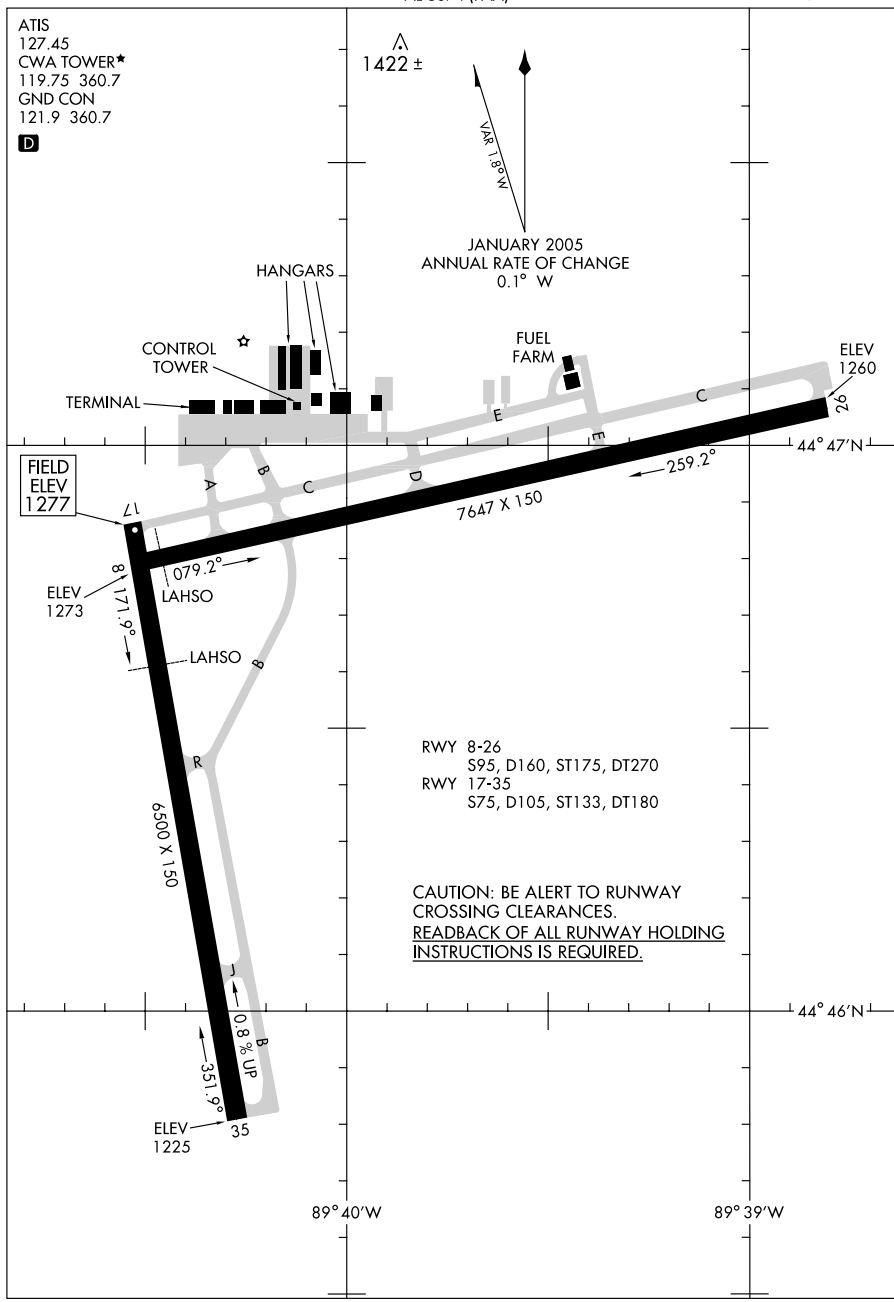
MOLINE, ILLINOIS
MOLINE/QUAD CITY INTL (MLI)

09295

AIRPORT DIAGRAM

MOSINEE/CENTRAL WISCONSIN (CWA)
MOSINEE, WISCONSIN

AL-5674 (FAA)

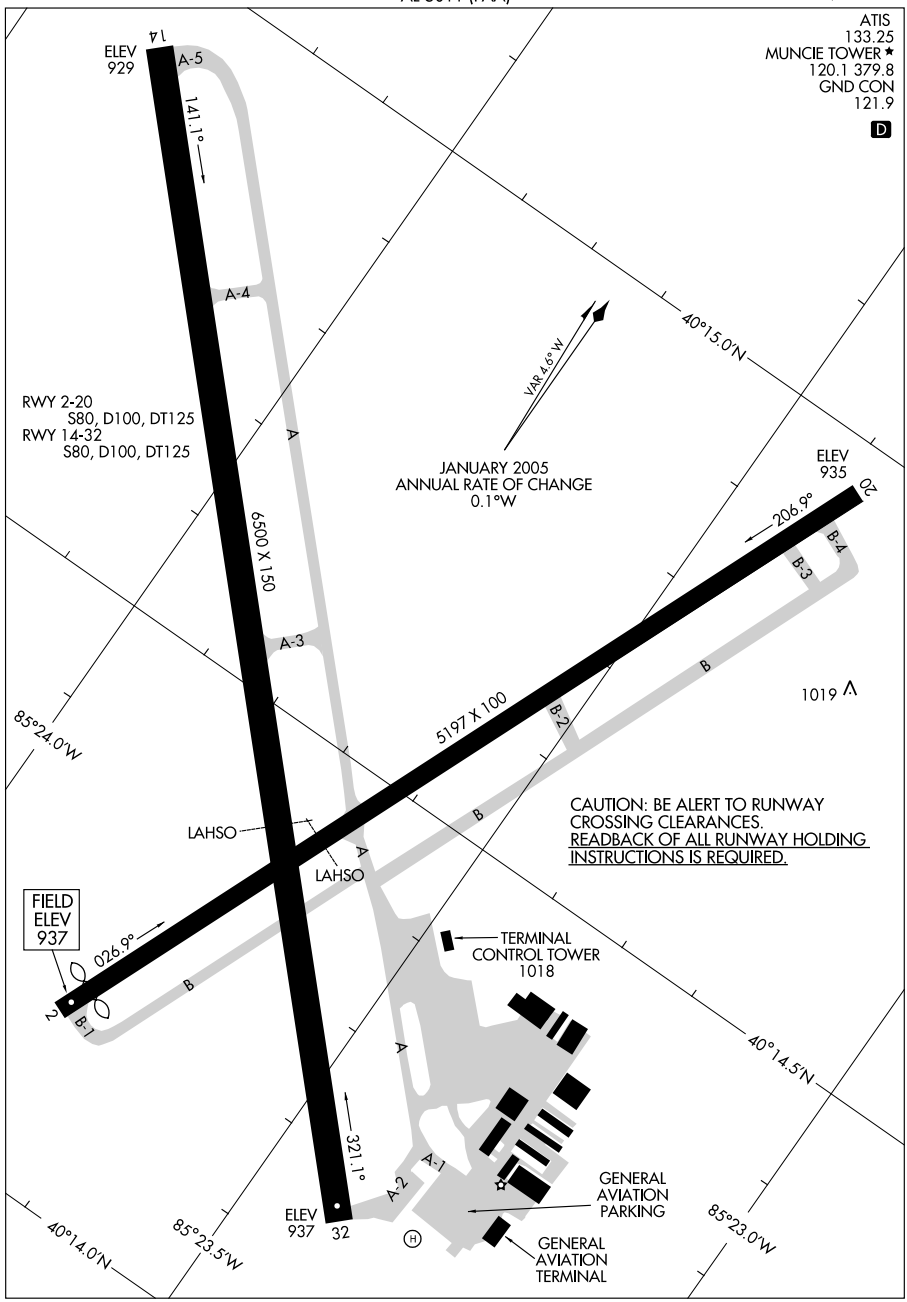


AIRPORT DIAGRAM
09295
MOSINEE, WISCONSIN
MOSINEE/CENTRAL WISCONSIN (CWA)

09295

AIRPORT DIAGRAM

MUNCIE/DELAWARE COUNTY-JOHNSON FIELD (MIE)
AL-5011 (FAA)
MUNCIE, INDIANA



AIRPORT DIAGRAM

09295

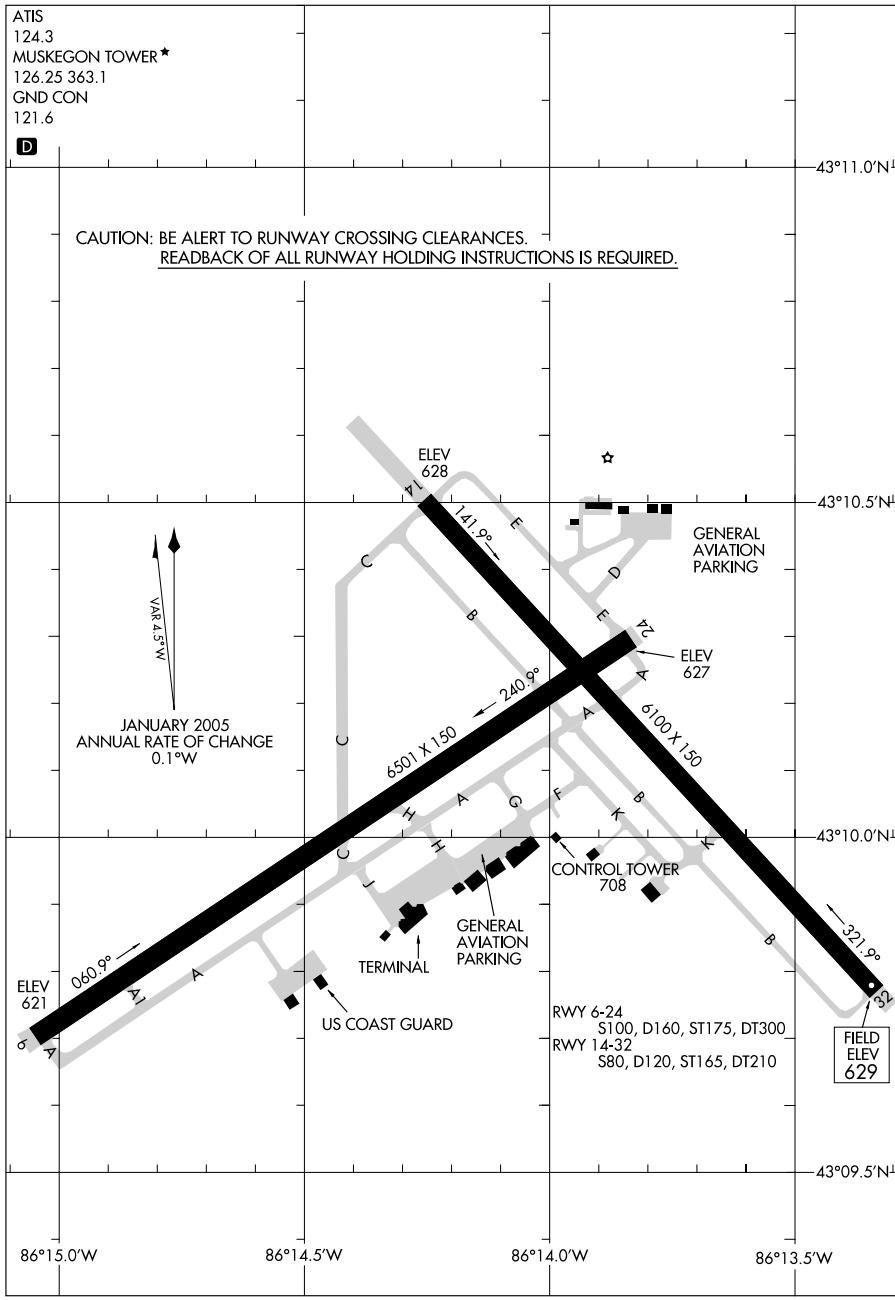
MUNCIE, INDIANA
MUNCIE/DELAWARE COUNTY-JOHNSON FIELD (MIE)

09295

AIRPORT DIAGRAM

AL-278 (FAA)

MUSKEGON COUNTY (MKG)
MUSKEGON, MICHIGAN



AIRPORT DIAGRAM

09295

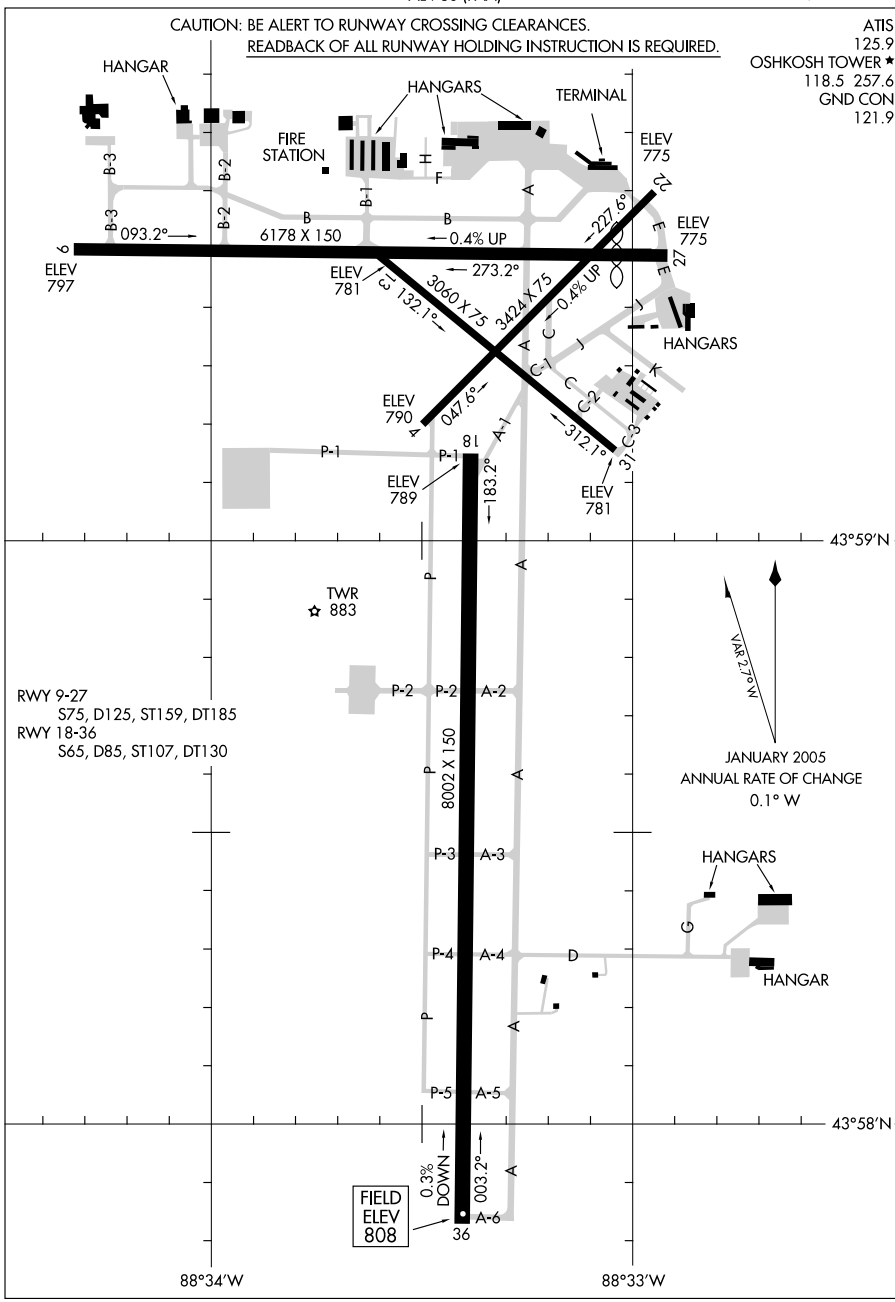
MUSKEGON, MICHIGAN
MUSKEGON COUNTY (MKG)

09295

AIRPORT DIAGRAM

AL-730 (FAA)

OSHKOSH/ WITTMAN RGNL (OSH)
OSHKOSH, WISCONSIN



AIRPORT DIAGRAM

09295

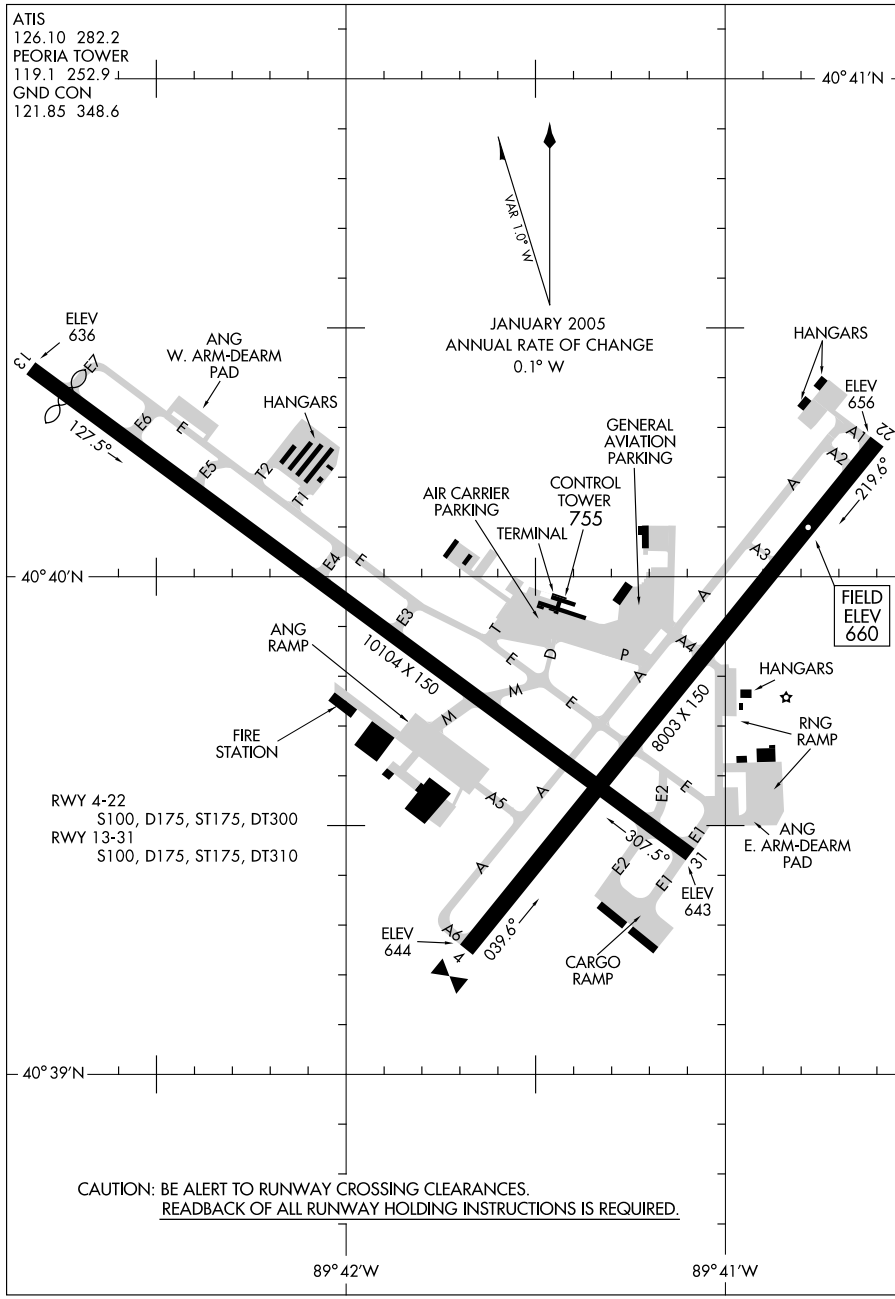
OSHKOSH, WISCONSIN
OSHKOSH/ WITTMAN RGNL (OSH)

09015

AIRPORT DIAGRAM

PEORIA/GREATER PEORIA RGNL (PIA)
PEORIA, ILLNOIS

AL-597 (FAA)



AIRPORT DIAGRAM

09015

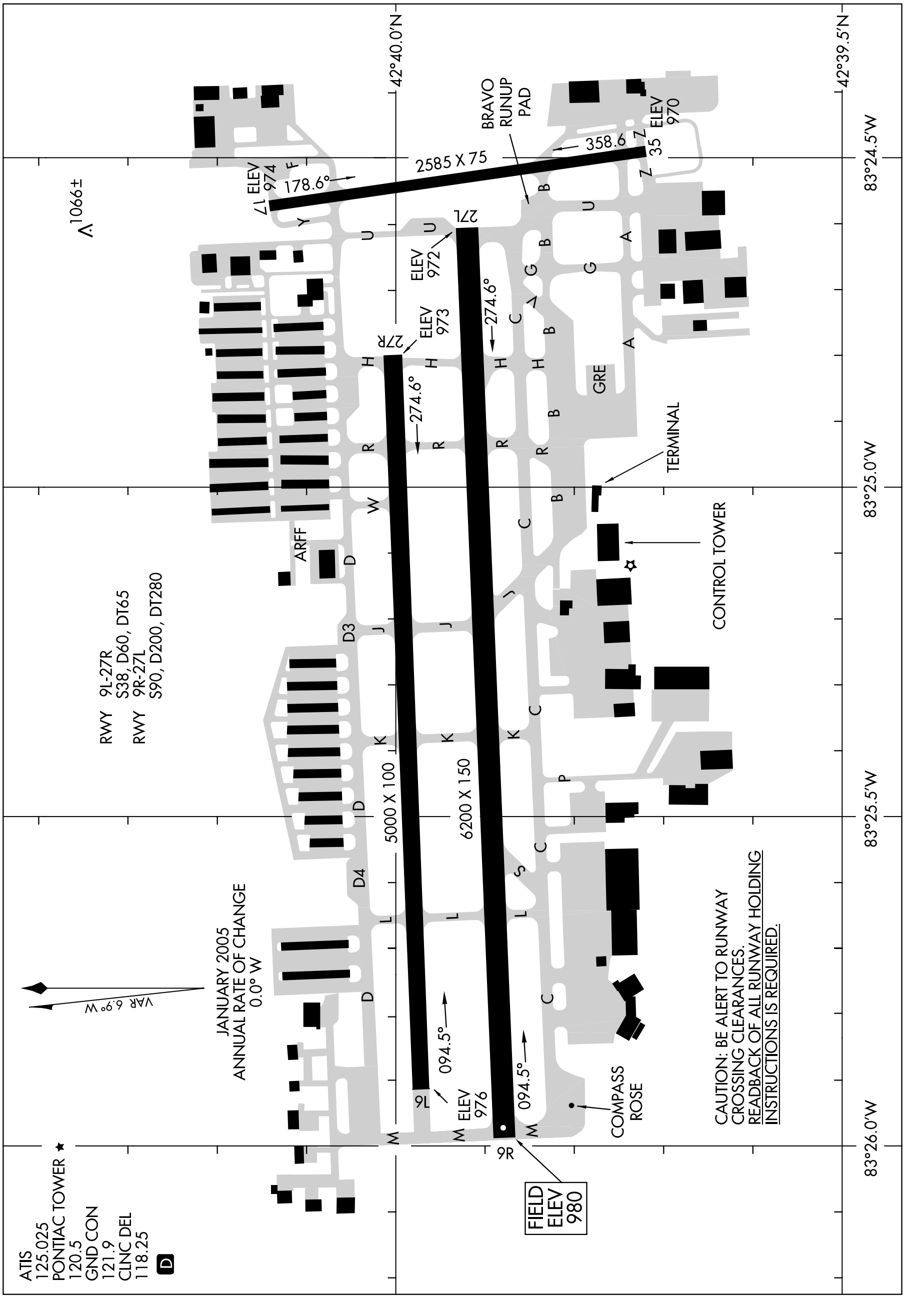
PEORIA, ILLNOIS
PEORIA/GREATER PEORIA RGNL (PIA)

09295

AIRPORT DIAGRAM

AL-5052 (FAA)

PONTIAC/OAKLAND COUNTY INTL (PTK)
PONTIAC, MICHIGAN



AIRPORT DIAGRAM

09295

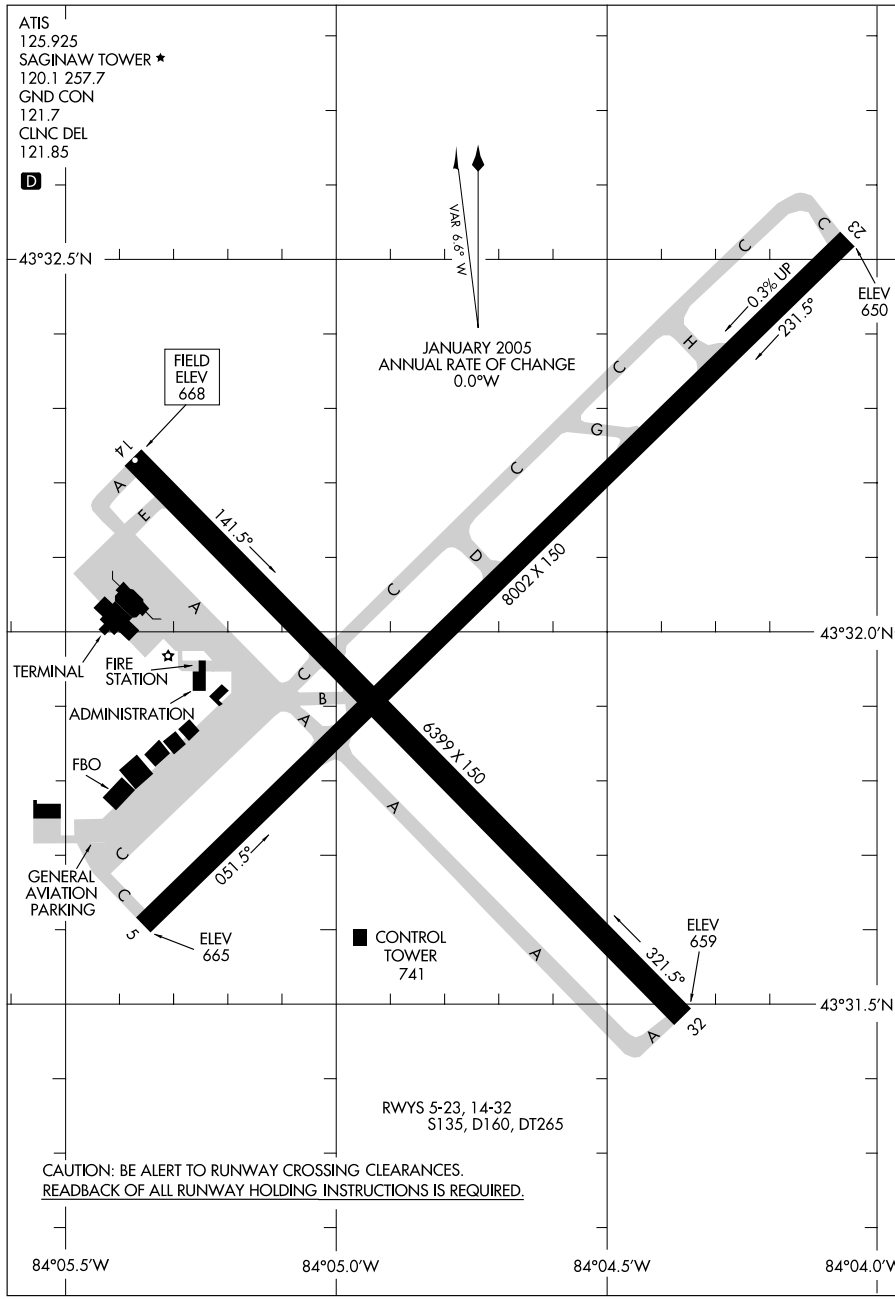
PONTIAC, MICHIGAN
PONTIAC/OAKLAND COUNTY INTL (PTK)

09295

AIRPORT DIAGRAM

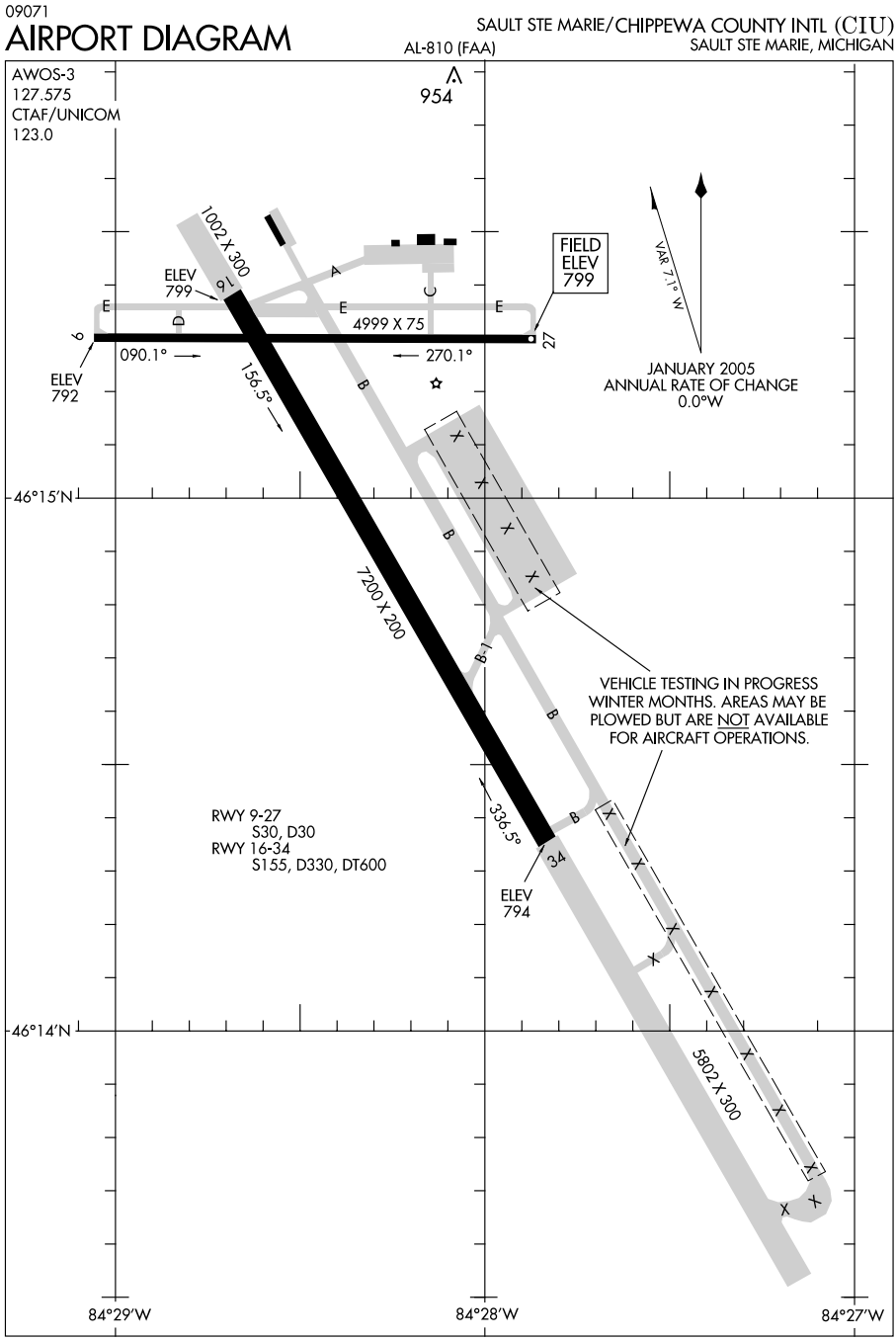
AL-648 (FAA)

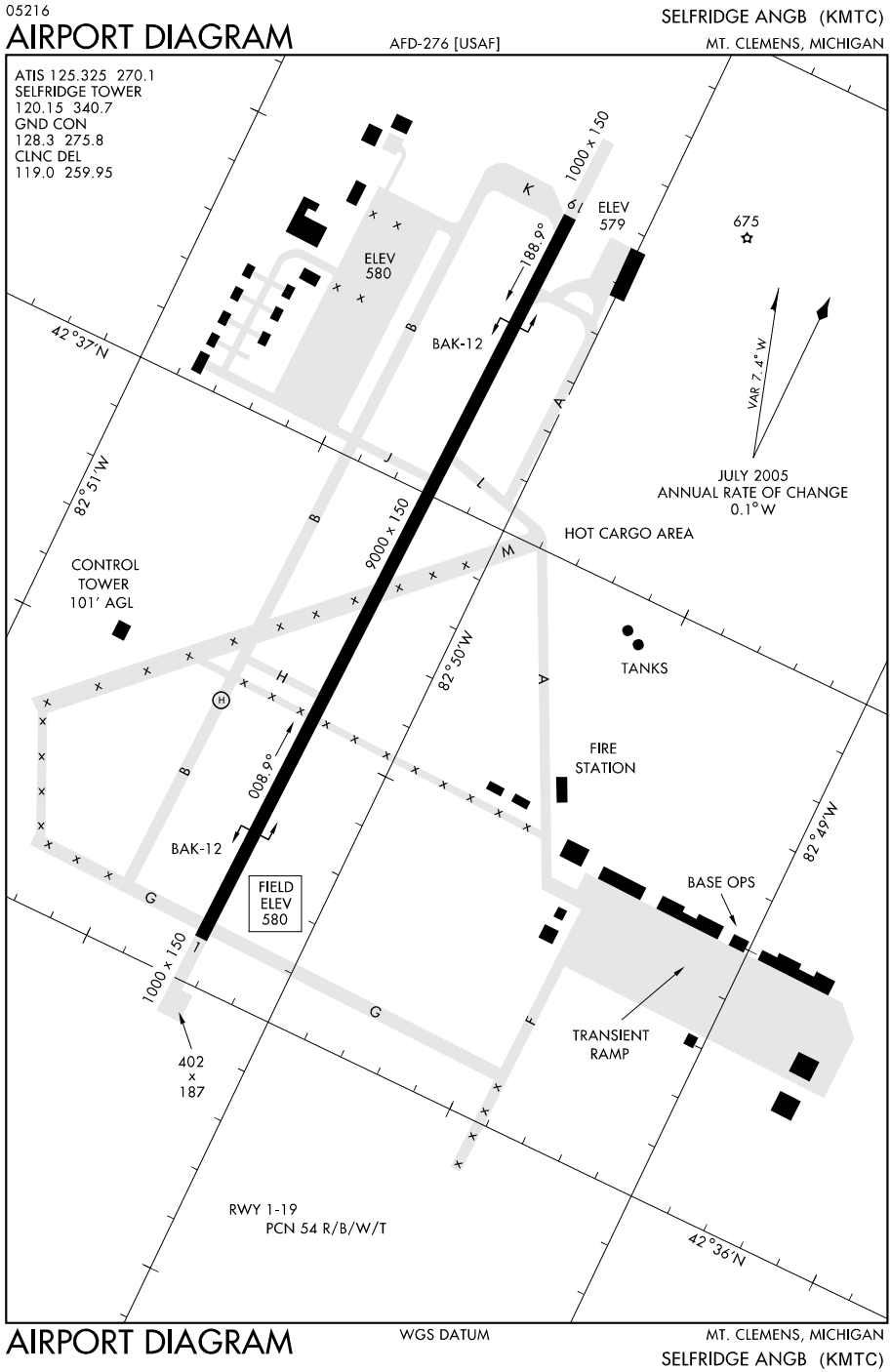
SAGINAW / MBS INTL (MBS)
SAGINAW, MICHIGAN



AIRPORT DIAGRAM
09295

SAGINAW, MICHIGAN
SAGINAW / MBS INTL (MBS)


09071
AIRPORT DIAGRAM
SAULT STE MARIE/CHIPPEWA COUNTY INTL (CIU)
SAULT STE MARIE, MICHIGAN
AL-810 (FAA)
954
AWOS-3
127.575
CTAF/UNICOM
123.0
1002 X 300
ELEV
799
FIELD
ELEV
799
4999 X 75
090.1°
270.1°
ELEV
792
156.5°
VAR 7.1° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.0°W
7200 X 200
VEHICLE TESTING IN PROGRESS
WINTER MONTHS. AREAS MAY BE
PLOWED BUT ARE NOT AVAILABLE
FOR AIRCRAFT OPERATIONS.
RWY 9-27
S30, D30
RWY 16-34
S155, D330, DT600
336.5°
ELEV
794
5802 X 300
46°15'N
46°14'N
84°29'W
84°28'W
84°27'W
AIRPORT DIAGRAM
09071
SAULT STE MARIE, MICHIGAN
SAULT STE MARIE/ CHIPPEWA COUNTY INTL (CIU)

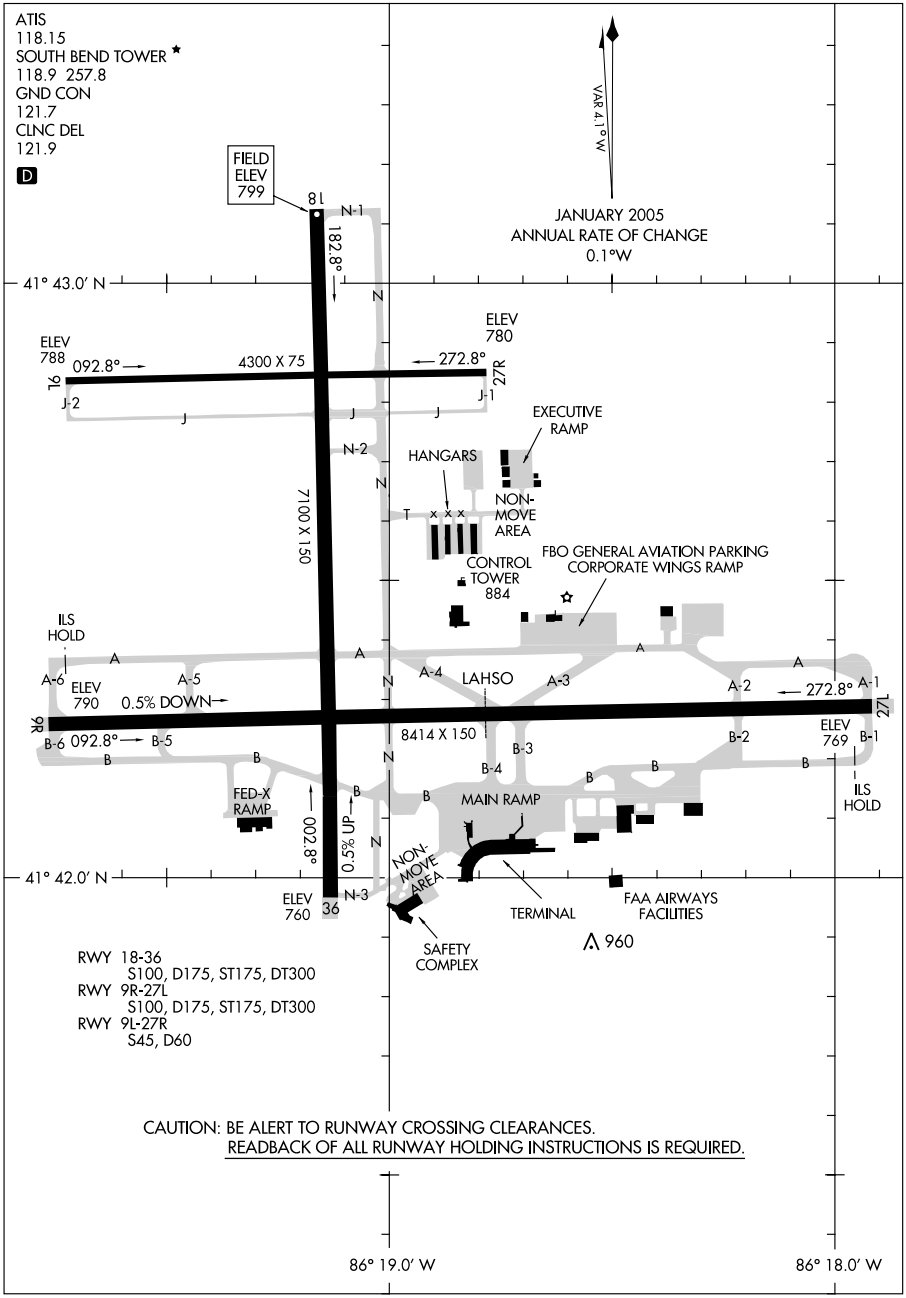

05216
AIRPORT DIAGRAM
AFD-276 [USAF]
SELFRIDGE ANGB (KMTC)
MT. CLEMENS, MICHIGAN
ATIS 125.325 270.1
SELFRIDGE TOWER
120.15 340.7
GND CON
128.3 275.8
CLNC DEL
119.0 259.95
1000 x 150
ELEV 579
675
ELEV 580
188.9°
BAK-12
42°37'N
82°51'W
VAR 7.4° W
JULY 2005
ANNUAL RATE OF CHANGE
0.1° W
9000 x 150
HOT CARGO AREA
CONTROL TOWER
101' AGL
82°50'W
TANKS
FIRE STATION
008.9°
BAK-12
82°49'W
FIELD ELEV 580
BASE OPS
1000 x 150
TRANSIENT RAMP
402 x 187
RWY 1-19
PCN 54 R/B/W/T
42°36'N
AIRPORT DIAGRAM
WGS DATUM
MT. CLEMENS, MICHIGAN
SELFRIDGE ANGB (KMTC)

09295

AIRPORT DIAGRAM

AL-399 (FAA)

SOUTH BEND RGNL (SBN)
SOUTH BEND, INDIANA



AIRPORT DIAGRAM

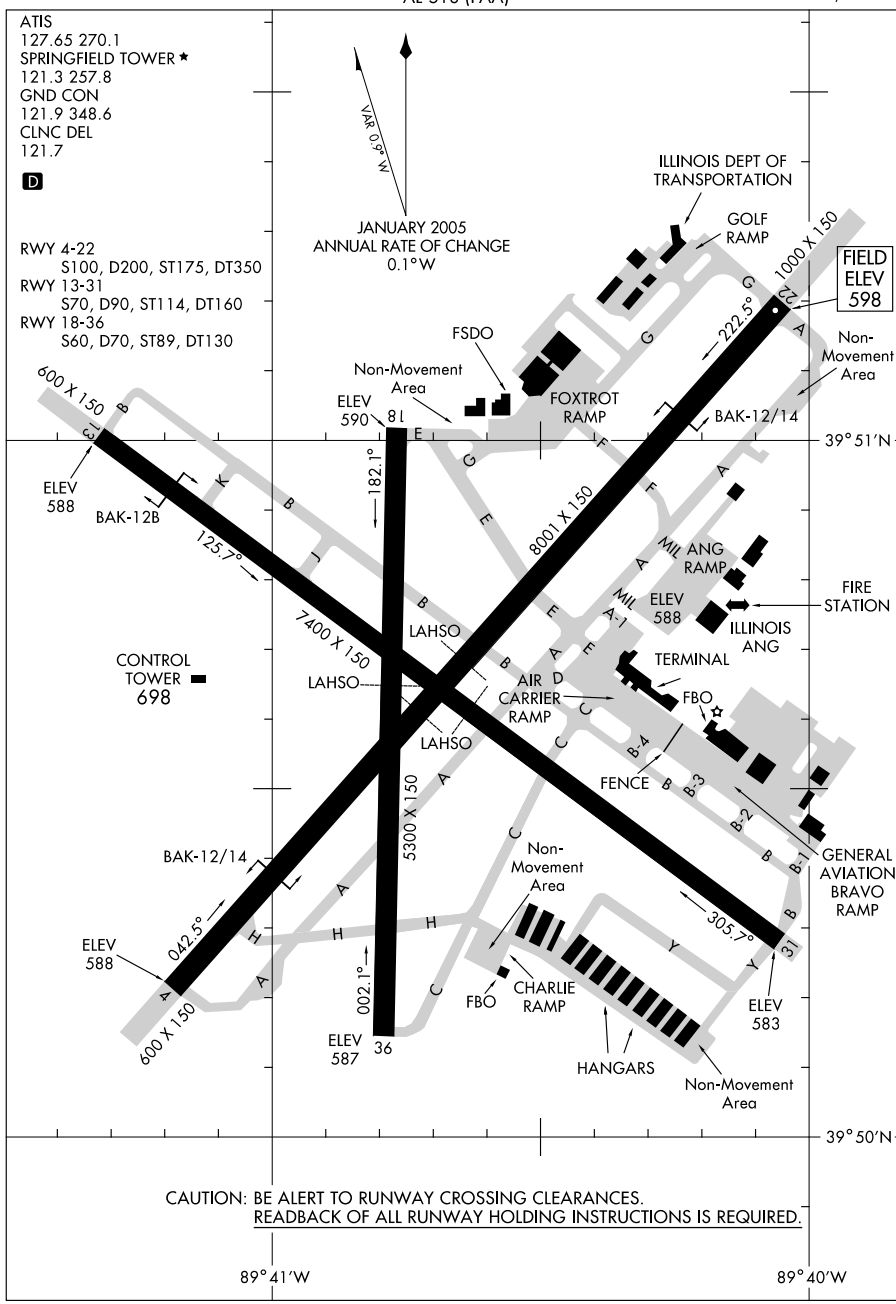
09295

SOUTH BEND, INDIANA
SOUTH BEND RGNL (SBN)

09295

AIRPORT DIAGRAM

SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)
SPRINGFIELD, ILLINOIS
AL-518 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

09295

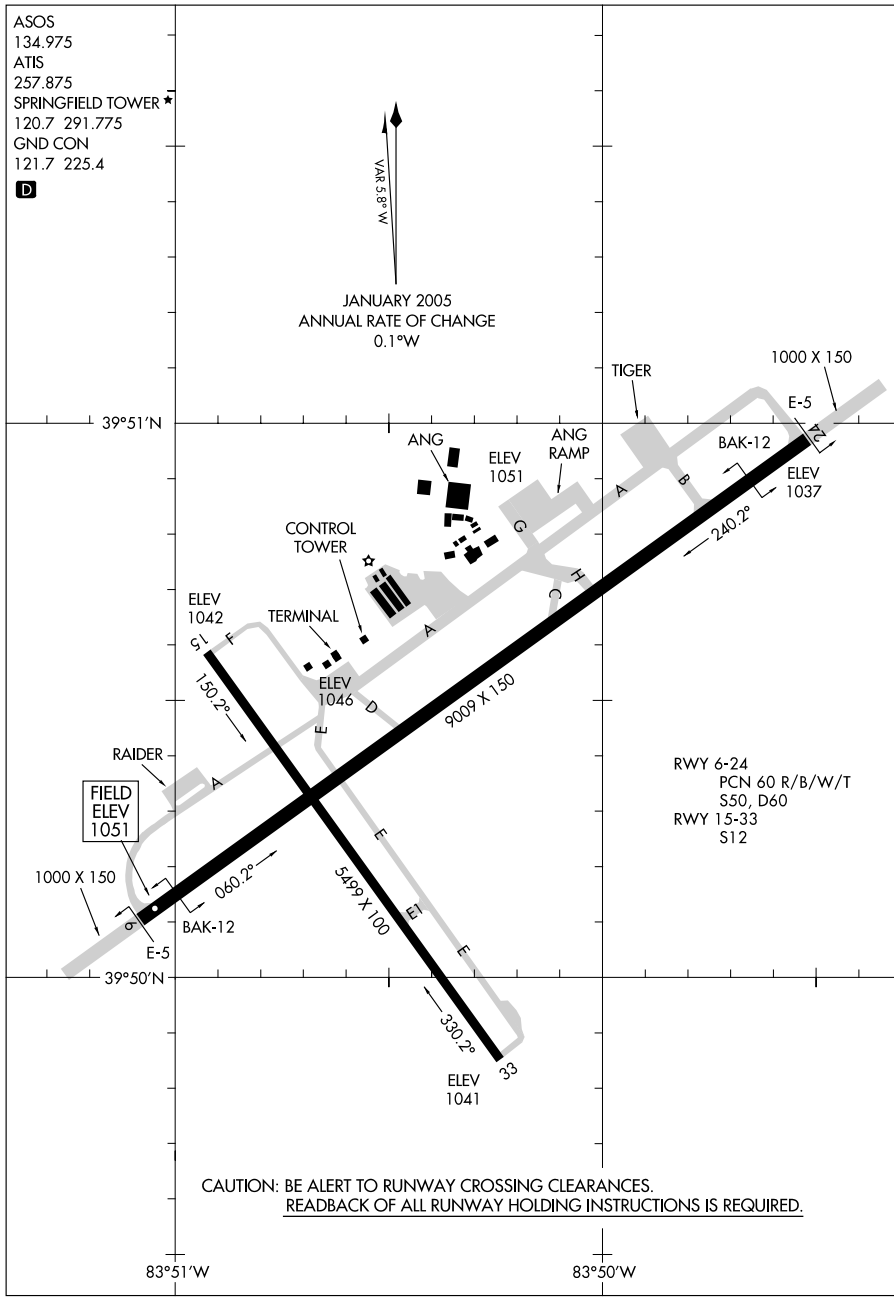
SPRINGFIELD, ILLINOIS
SPRINGFIELD/ABRAHAM LINCOLN CAPITAL (SPI)

09295

AIRPORT DIAGRAM

AL-958 (FAA)

SPRINGFIELD-BECKLEY MUNI (SGH)
SPRINGFIELD, OHIO



AIRPORT DIAGRAM

09295

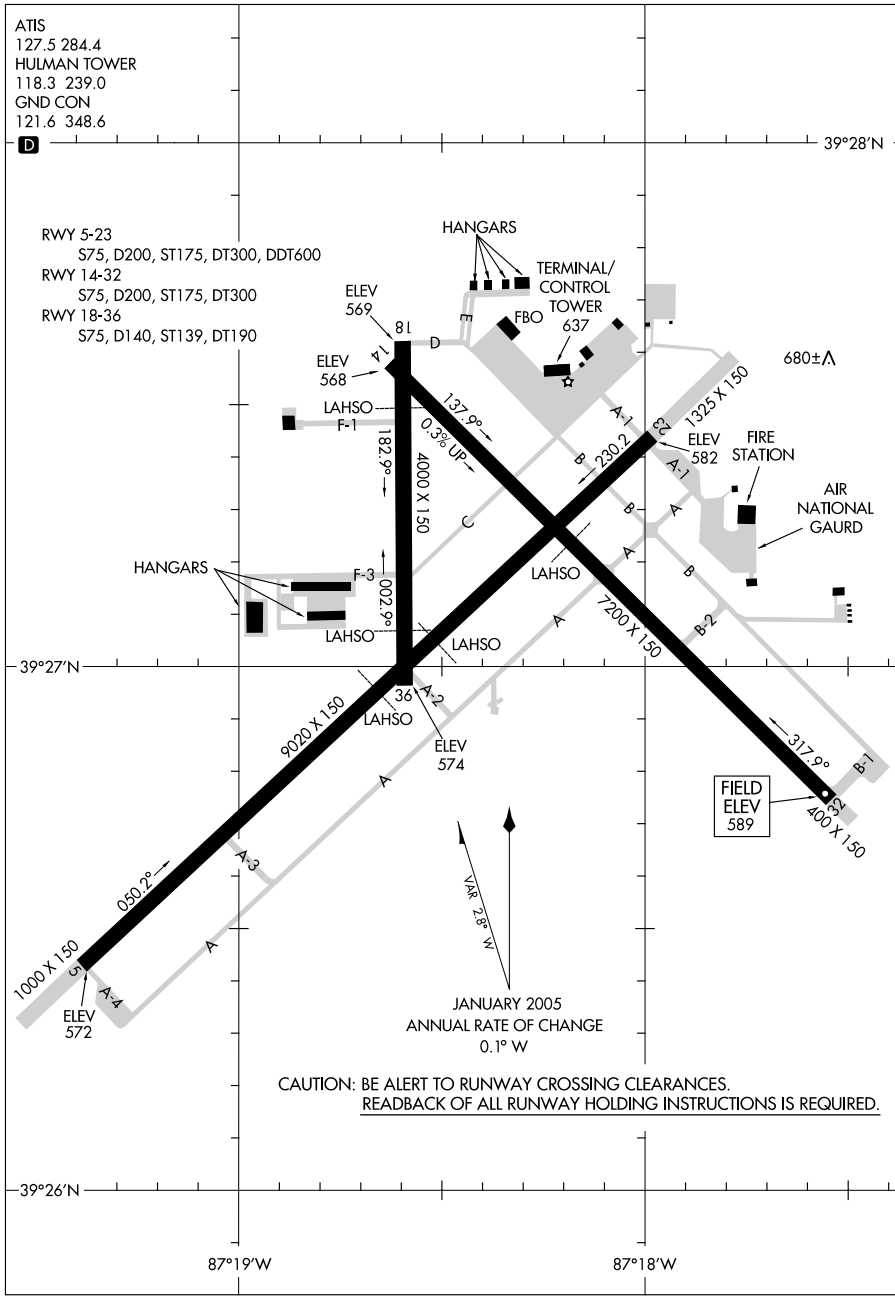
SPRINGFIELD, OHIO
SPRINGFIELD-BECKLEY MUNI (SGH)

09295

AIRPORT DIAGRAM

AL-608 (FAA)

TERRE HAUTE INTL-HULMAN FIELD (HUF)
TERRE HAUTE, INDIANA



AIRPORT DIAGRAM

09295

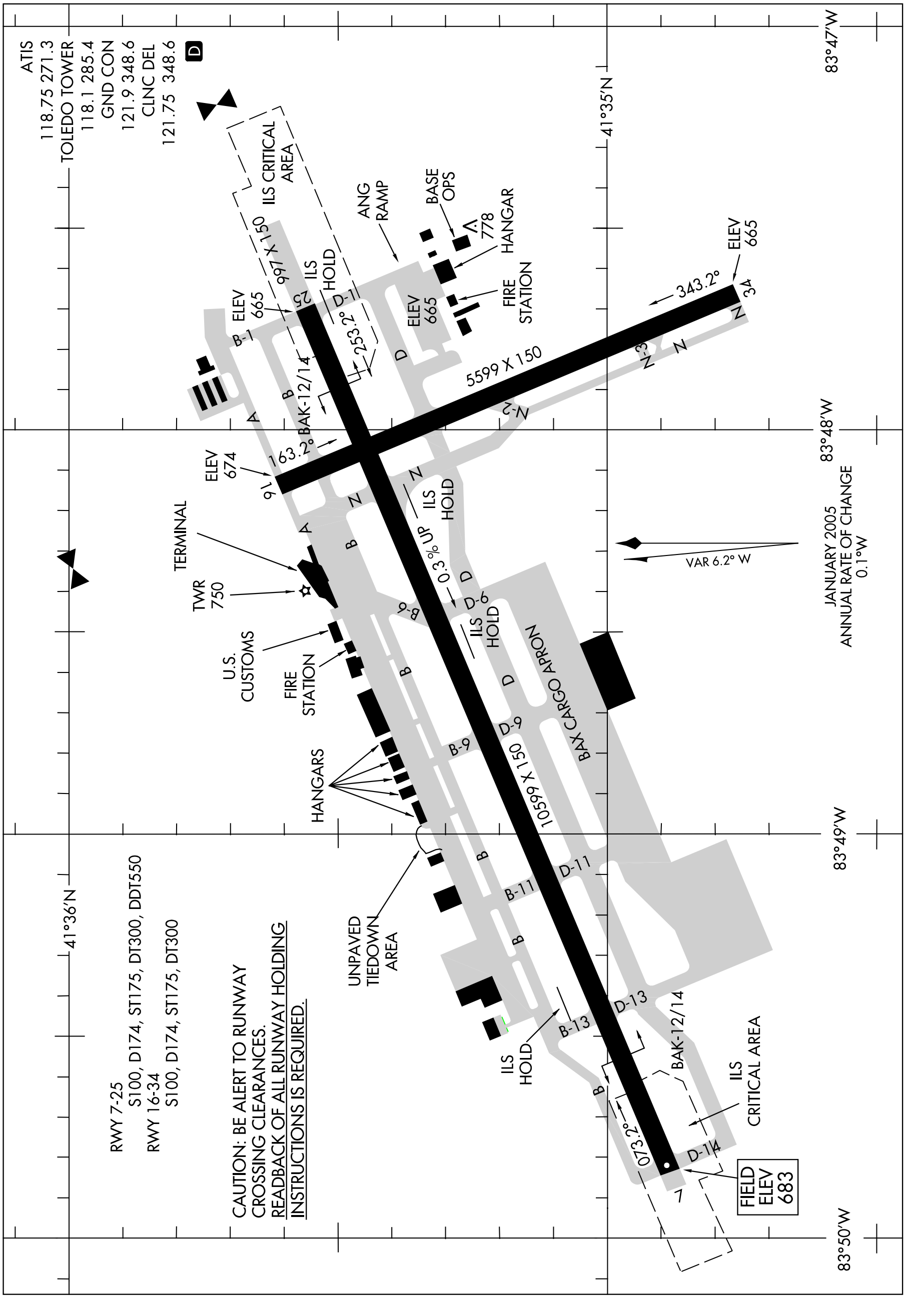
TERRE HAUTE, INDIANA
TERRE HAUTE INTL-HULMAN FIELD (HUF)

09295

AIRPORT DIAGRAM

AL-184 (FAA)

TOLEDO EXPRESS (TOL)
TOLEDO, OHIO



AIRPORT DIAGRAM

09295

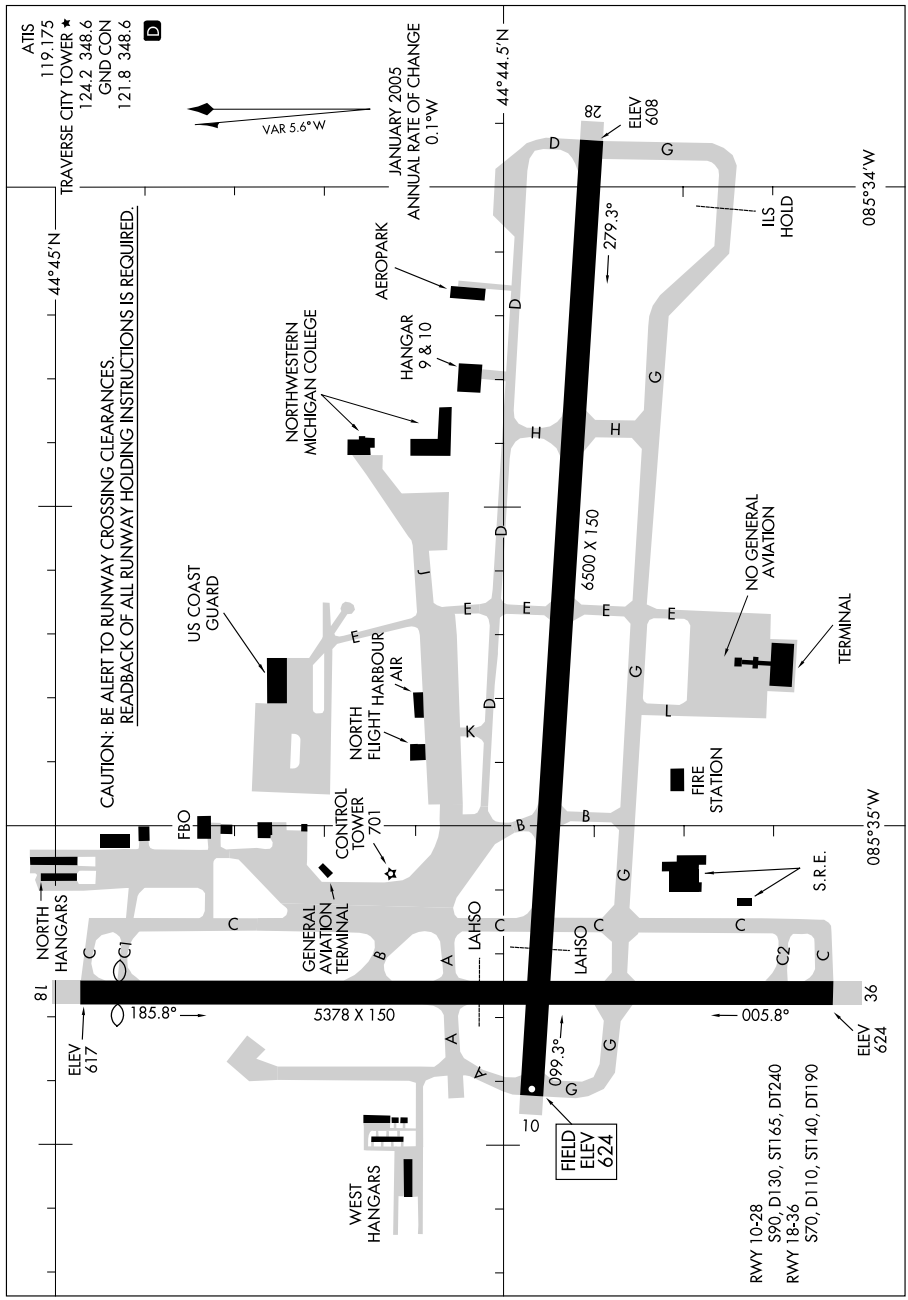
TOLEDO, OHIO
TOLEDO EXPRESS (TOL)

09239

AIRPORT DIAGRAM

AL-425 (FAA)

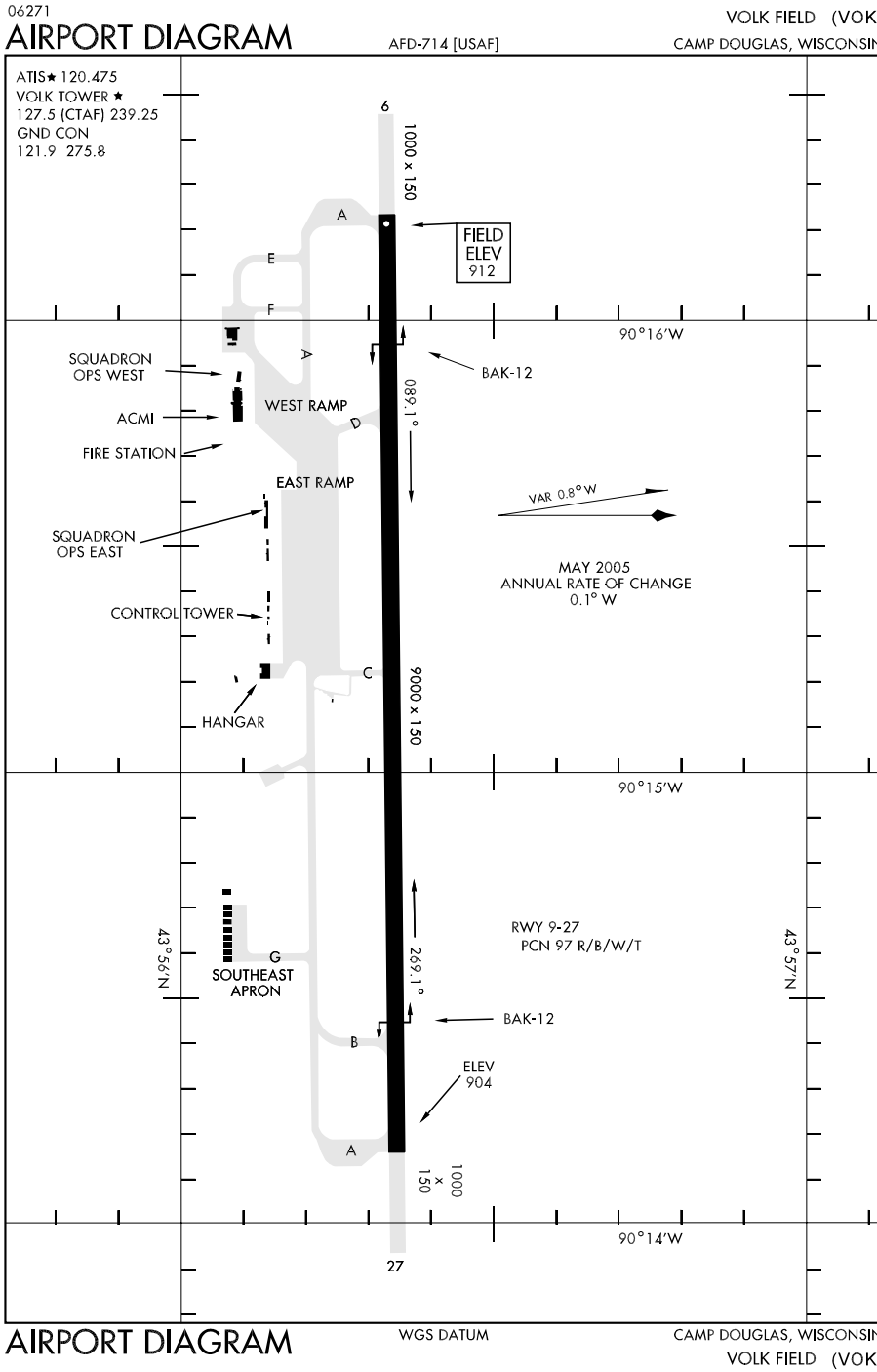
TRAVERSE CITY / CHERRY CAPITAL (TVC)
TRAVERSE CITY, MICHIGAN



AIRPORT DIAGRAM

09239

TRAVERSE CITY, MICHIGAN
TRAVERSE CITY / CHERRY CAPITAL (TVC)

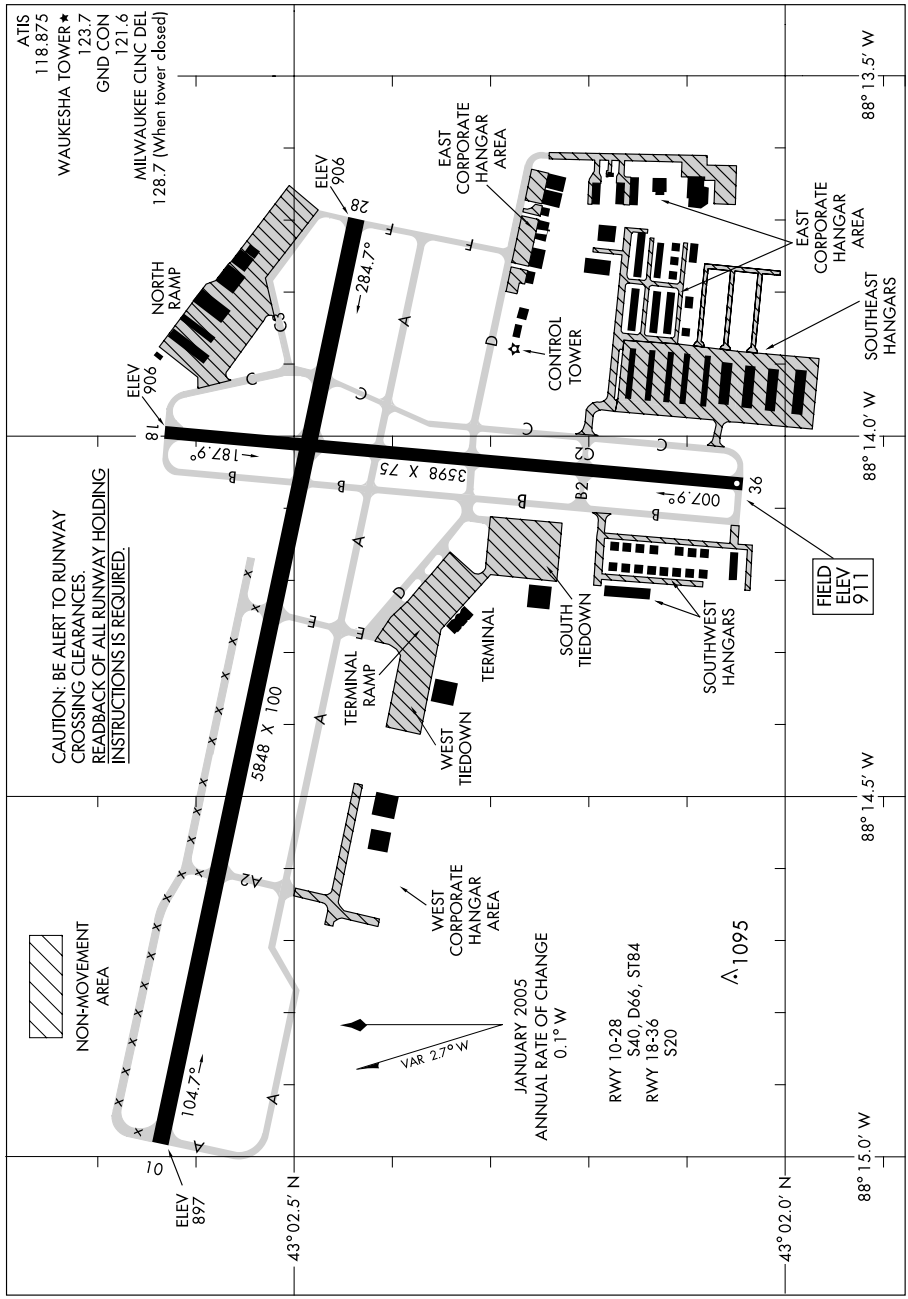

06271
AIRPORT DIAGRAM
AFD-714 [USAF]
VOLK FIELD (VOK)
CAMP DOUGLAS, WISCONSIN
ATIS★ 120.475
VOLK TOWER ★
127.5 (CTAF) 239.25
GND CON
121.9 275.8
6
1000 x 150
A
E
F
FIELD
ELEV
912
90°16'W
SQUADRON
OPS WEST
BAK-12
ACMI
WEST RAMP
089.1°
FIRE STATION
EAST RAMP
VAR 0.8°W
SQUADRON
OPS EAST
MAY 2005
ANNUAL RATE OF CHANGE
0.1° W
CONTROL TOWER
C
9000 x 150
HANGAR
90°15'W
RWY 9-27
PCN 97 R/B/W/T
43°56'N
G
SOUTHEAST
APRON
269.1°
43°57'N
BAK-12
B
ELEV
904
A
1000
x
150
90°14'W
27
AIRPORT DIAGRAM
WGS DATUM
CAMP DOUGLAS, WISCONSIN
VOLK FIELD (VOK)

09127

AIRPORT DIAGRAM

AL-5078 (FAA)

WAUKESHA COUNTY (UES)
WAUKESHA, WISCONSIN



AIRPORT DIAGRAM

09127

WAUKESHA, WISCONSIN
WAUKESHA COUNTY (UES)

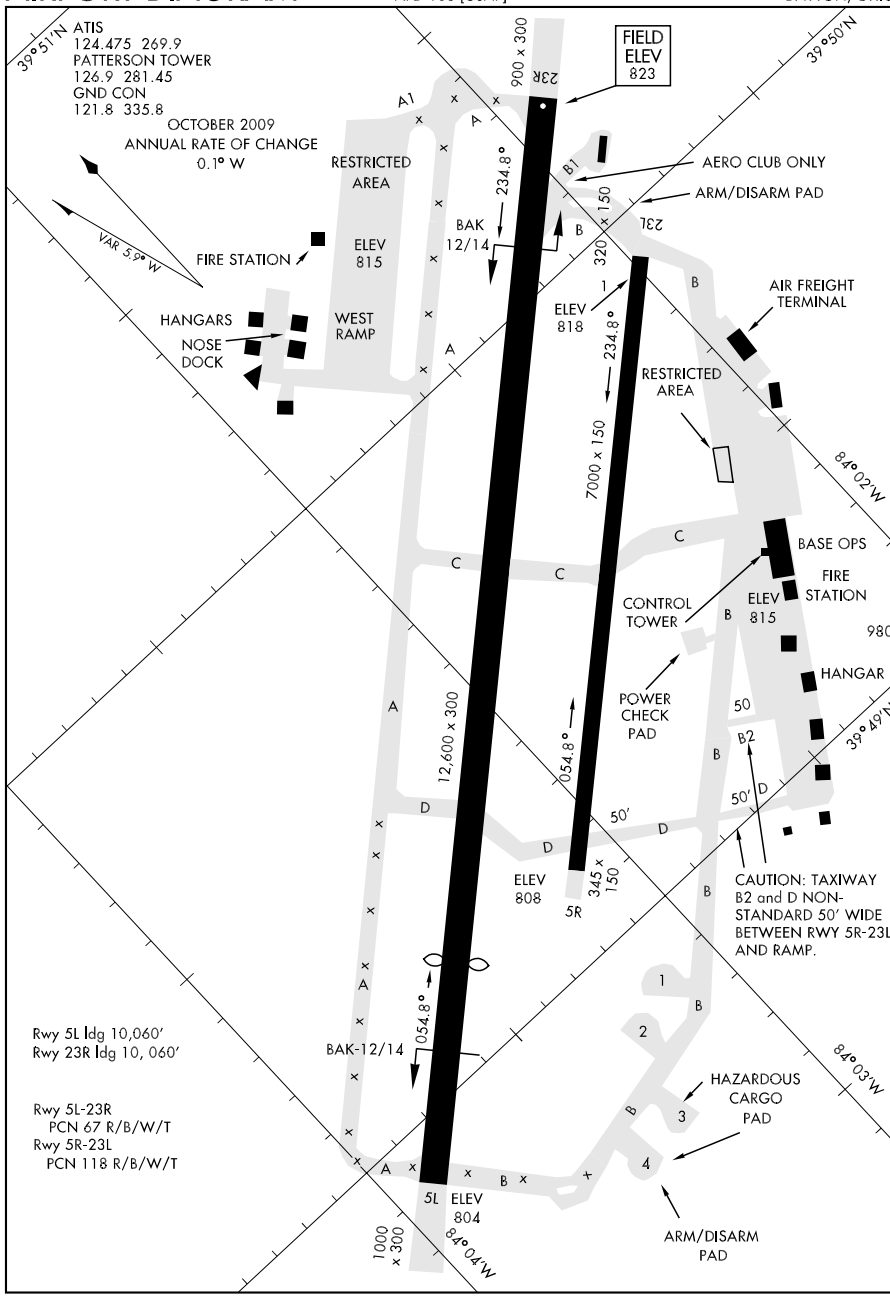
09295

AIRPORT DIAGRAM

WRIGHT-PATTERSON AFB (KFFO)

AFD-108 [USAF]

DAYTON, OHIO



AIRPORT DIAGRAM

DAYTON, OHIO

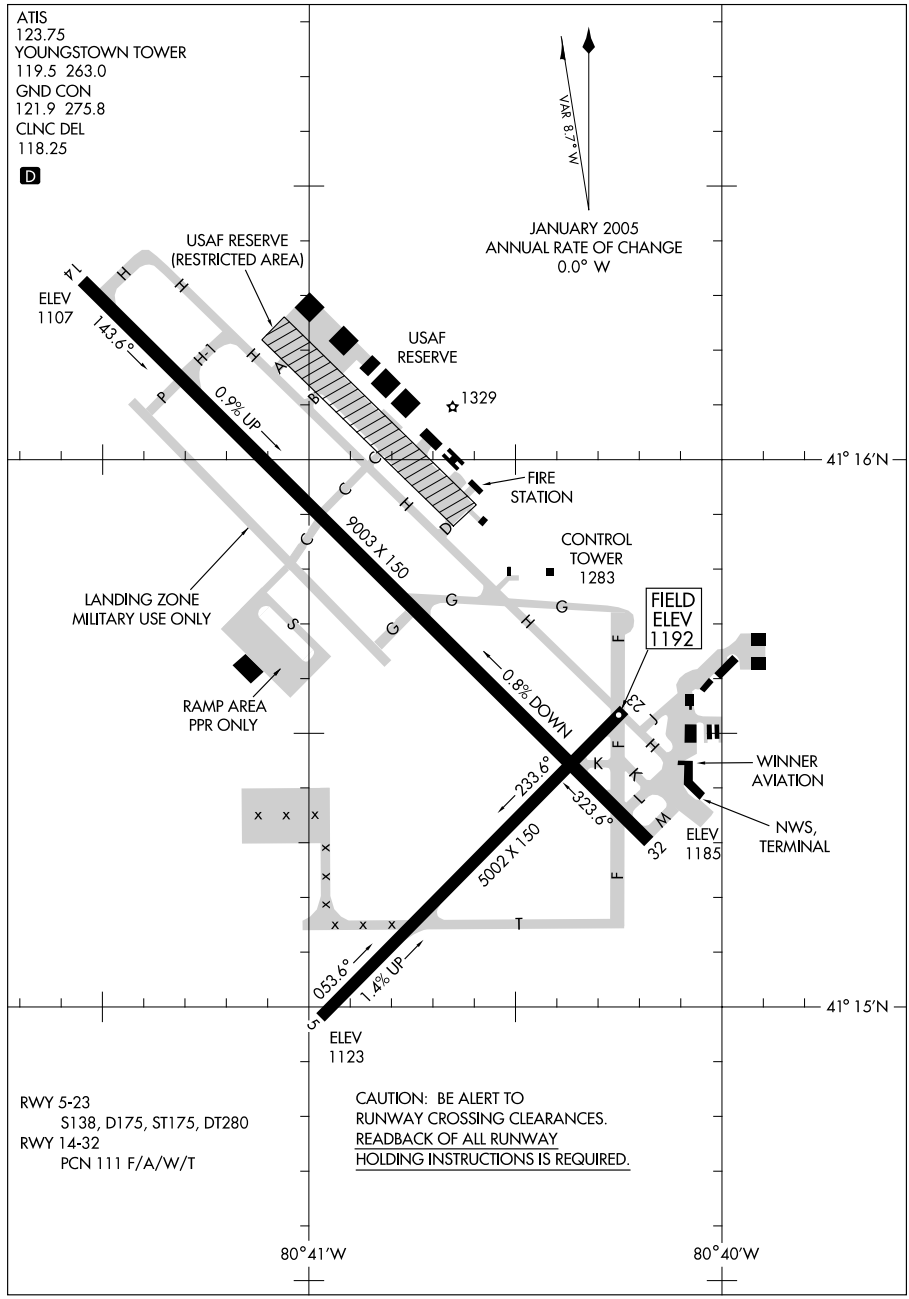
WRIGHT-PATTERSON AFB (KFFO)

09295

AIRPORT DIAGRAM

AL-466 (FAA)

YOUNGSTOWN-WARREN RGNL (YNG)
YOUNGSTOWN-WARREN, OHIO



RWY 5-23
S138, D175, ST175, DT280
RWY 14-32
PCN 111 F/A/W/T

CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
09295
YOUNGSTOWN-WARREN, OHIO
YOUNGSTOWN-WARREN RGNL (YNG)

INTENTIONALLY

LEFT

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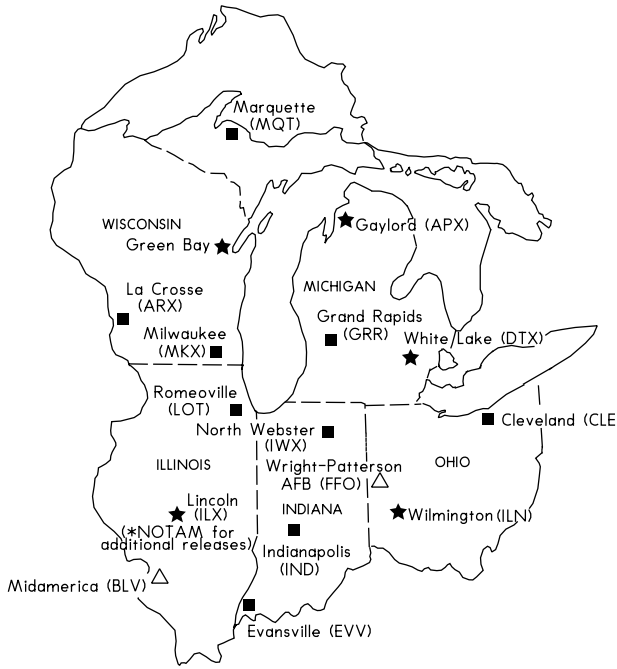
NATIONAL WEATHER SERVICE (NWS)
UPPER AIR OBSERVING STATION (UAOS)
AND
WEATHER RADAR NETWORK



LEGEND

△ AVIATION WEATHER SERVICE (MILITARY)

▲ AIR TRAFFIC CONTROL RADAR

★ UPPER AIR OBSERVING STATION
HYDROGEN FILLED BALLOON RELEASES AROUND
1100 UTC AND 2300 UTC DAILY/RADAR

■ RADAR ONLY

● UAOS-BALLOON RELEASES AROUND 1100 UTC
AND 2300 UTC DAILY

○ OTHER NWS UPPER AIR STATIONS-BALLOON RELEASE
TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE
AND/OR EARLY AFTERNOON

NOTE: FOR RELEASES LATER THAN 1130 UTC AND 2330 UTC, AND
FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED
HOURS, AN AERONAUTICAL INFORMATION MESSAGE OR NOTAM*
WILL BE FILED.